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MEDALS OF THE BRITISH NAVY

AND

HOW THEY WERE WON

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Gold Medal given by Parliament to Captain W. Haddock
as a Reward for his Gallantry
in the Memorable Action with the Dutch Fleet in 1659.

MEDALS

OF THE

BRITISH NAVY

AND

HOW THEY WERE WON.

WITH A LIST OF THOSE OFFICERS WHO FOR THEIR GALLANT CONDUCT WERE GRANTED HONORARY SWORDS AND PLATE BY THE COMMITTEE OF THE PATRIOTIC FUND.

By W. H. LONG.

Editor of "Memoirs of Lady Hamilton," "Medals of the British Army and How they were Won," &c.

. . . . "I'll fight at sea,"
We'll to our ship,"
"Clap on more sails; pursue! up with your fights!
Give fire, she is my prize."
—*Shakespeare.*

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1895

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TO ADMIRAL OF THE FLEET

THE HONOURABLE

SIR HENRY KEPPEL, G.C.B.,

ONE OF THE LAST OF THE OLD SCHOOL OF BRITISH SEAMEN,

THIS WORK, WITH HIS PERMISSION, IS DEDICATED,

AS A SLIGHT TOKEN OF RESPECT AND ESTEEM,

BY THE AUTHOR.

M 8827

PREFACE.

TO the bravery and skill of the Navy, England owes her commanding position among the nations, and almost her existence; and never more than at the present time did her chief and most effective safeguard consist in the strength and efficiency of her fleets. The following pages aim at giving a simple and concise, but comprehensive record, of the deeds of heroism and bravery performed by British seamen, for which honours and rewards were bestowed by their rulers and countrymen. The coloured plates and woodcuts illustrating the work have been executed from the Medals themselves, and the narratives of how they were won, have been gathered from sources too numerous to be enumerated, many of the anecdotes of individual gallantry being taken from publications now almost forgotten, and related as far as possible in the words of the actors themselves. The notices of the earlier Medals, and of some of those to whom they were given, it is believed will be found more full and accurate than in any previous work; and a list of all Officers who received Honorary Swords and Plate from the Committee of the Patriotic Fund, with brief accounts of the deeds for which they were granted, has been included.

W. H. L.

November, 1895.

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UNIV. OF CALIFORNIA

NAVAL MEDALS.

THE British Seamen from the days of King Alfred to the time of Queen Victoria can boast of a roll of deeds of daring, and victories gained on the ocean in the service of their country, unparalleled in the history of the world.

The sea every Briton regards as his peculiar province, and the British Navy can show a succession of heroes, whose dauntless valour not only secured their native land against invasion, but who also bore its flag triumphant on the seas of every quarter of the globe.

Although the Navy existed for centuries before a standing Army was established, or thought necessary in England, none of its achievements were rewarded by the presentation of medals till the reign of Queen Elizabeth, thus preceding the grant of medals to the Army—by Charles I.—little more than fifty years.

Oval medals bearing the effigies of Henry VIII., Queen Elizabeth, and James I., are in existence, which were attached to chains or ribbons, and undoubtedly worn as marks of royal favour, but on whom they were conferred, scarcely anything can be stated with certainty. After the defeat of the Spanish Armada, in 1588, medals, in gold and silver, were struck by the English* and Dutch to commemorate the event; and some of them, now in the British Museum, which

* One of these has on one side the head of the Queen, and on the other a fleet thrown into confusion by fireships, with the inscription "Dux fœmina facti"; and on the reverse of another is a representation of a flying fleet, with the legend "Venit, vidit, fugit." Another Dutch medal, has on the obverse a scattered fleet, with the legend "Flavit et dissipati, 1588," and on the reverse a church on a rock surrounded by the waves, encircled by the words "Allidor non Lædor."

have rings and chains attached to them, were unquestionably worn as decorations, but by whom, no information is forthcoming. These medals were evidently intended to be worn from the neck, but they were sometimes worn in the hat, or fastened with a scarf round the left arm. Whether

A Dutch Armada Medal.

they were given specially for services against the Armada, or generally as a reward to distinguished officers, or as honorary badges to favourite courtiers, is uncertain; but as many of them have rings and loops for suspension, they were evidently worn by the recipients.

The medals of Elizabeth in the British Museum have on the obverse the bust of the Queen, crowned, in a ruff, with the legend "Ditior in toto non alter circulus Orbe," and on the reverse a bay tree on an island, with the inscription "Non Ipsa pericula tangunt," with the letters "E.R." in the centre.

Another medal, known as the "Ark in Flood" medal, was issued by the Queen, in gold and silver, and according to Pinkerton, given to notable marine commanders, as a token of royal approbation; but nothing positively can be stated of them, except, as they have a loop for suspension, they were worn, or were intended to be worn, as a personal decoration. This medal which is in shape oval, has on the obverse the bust of the Queen, surrounded by the legend "Elizabeth D.G.

Anglie, F. et H. Reg." and on the reverse, the Ark upon the Flood, under Divine protection, surrounded by the words "Per undas sevas tranquilla."

A very similar medal to this was struck by King James I., in gold and silver, apparently as a reward for Naval Services. In shape it is oval, and has a ring for suspension as a decoration, but to whom it was given, nothing reliable is known. It is a fine specimen of the medallic art, having on the obverse the bust of the King in a broad-brimmed hat, with a jewel and feather, and the words "Jacobus D.G. Mag. Brita. Fr. et Hi. Rex." On the reverse is the Ark, under the symbol of Divine protection, with the legend "Stet salvus in undis."*

* Another type of this medal has on the obverse the bust of the King in armour, with a ruff, bareheaded, with his usual titles, and words "Fidei Defensor" around his head, reverse the same.

In 1607, the King issued a warrant to the Chamberlains of the Exchequer for the payment of £1183 5s. 1d., a large portion of which sum was to defray the cost of *gold chains and medals*, presented as New Year's gifts to the Earl of Essex, the Venetian Ambassador, Antonio de Gomme, Andrew Sinclair, Sir H. Carey Master of the Jewels, the Duke of Lorraine, Peter Monk Admiral of Denmark, the Marquis of St. Germains, Monsieur Le Bas, the Marquis Gulderstein, Dr. Bull, the Duke of York, our second son, and others.

Charles I. increased the wages of the seamen in the Royal Navy, and was mindful of the supremacy of England on the sea. Having fitted out a formidable fleet by the ship money extorted from his unwilling subjects, and built at Woolwich, in 1637, the "Royal Sovereign of the Seas," the first three-decked ship in the Royal Navy, he struck a large medal, or rather a medallion, in commemoration of the event. On the obverse is the bust of the King in armour, with his usual titles, and on the reverse a representation of the "Sovereign of the Seas" under sail, surrounded by the legend "Nec meta mihi qui terminus orbi," referring to the

dominion of the sea claimed by England. There are two varieties of this medal, which, from its size, was never intended to be worn as a decoration. On the obverse of one the King is represented in a ruff, and in the other wearing a plain falling band, with long curling hair. A much smaller medal was struck about the same time, with the bust of the King and his titles on the obverse, and on the reverse a ship under sail, surrounded by the same legend as in the large

medallion, but with the date 1639 in the exergue. The obverse and reverse of this medal, which may have been intended for distribution as a reward for naval services, is quite different to the design of the large medallion.

NAVAL MEDALS OF THE COMMONWEALTH.

DURING the Commonwealth the Navy again rose to the first place in the defence of the country, and nobly asserted its dominion on the sea ; and at no period in our history was it maintained in a higher state of efficiency, and the officers and men better treated and encouraged, than under the rule of the Long Parliament and Oliver Cromwell. In 1648-49 it was actively engaged against the royalist ships under Prince Rupert, which sailing from Holland and Jersey, captured scores of English merchantmen, and threatened to blockade the Thames, till they were driven from the narrow seas by Admiral Blake.

The Parliament took special care that its sailors were well cared for and rewarded. On June 29th, 1649 the Admiralty Committee issued a warrant to the Collectors for prize goods to put aside the tenths of all prizes that came into their hands, till they amounted to £1000, which sum was to be disposed of in medals or otherwise, by way of reward to captains, commanders, and seamen, who had done good service at sea.*

Soon afterwards, Lieutenant Rose, in the "Happy Entrance," fell in with and destroyed the "Antelope," one of the best of Rupert's fleet ; and on October 29th, 1649, the Council of State ordered that Lieutenant Stephen Rose, commander of the "Happy Entrance," was to be given a gratuity of £50, of which 40s. was to be in a gold medal, as a reward. James Parker, a volunteer, and Thomas Tulley,

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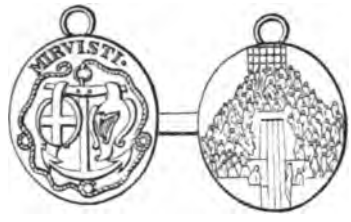
* *State Papers, Dom.* Vol. 2. 1649.

corporal of the same ship, were ordered to have £10 each, and a gold medal of the value of 20s., and nine seamen £5 each, payable out of the tenths by the collectors for prize goods, who were ordered to pay the money and provide the medals.*

The celebrated Thomas Simon was employed to design the medals, and on November 15th, 1649, specimens were submitted to the Council of State and approved of.† They were first given for services done against the royalist fleet in the summer of 1649,‡ and the distribution of medals by the Parliament was far more liberal than has been generally supposed. The medal was struck in gold and silver, oval in shape,



and has on one side a cable and anchor, with two shields suspended from the stock, bearing the arms of England and Ireland, with the word "Miruisti." On the obverse is a representation of the House of Commons during a sitting. On the stock of the anchor are the initials of the engraver,

* *State Papers, Dom.* Vol. 3. 1649.

† "Die Jovis, 15 Nov., 1649.—Ordered, that ye formes of ye Medalls which are now brought in to be given to ye several mariners who have done good service this last summer bee approved of. Viz., the Armes of ye Commonwealth on one side, with "Meruisti" written above it, and ye picture of ye house of Commons on the other." – *Order Book of the Council of State*, No. 31.

‡ On April 13th, 1650, the Admiralty Committee in consideration of the good services done by Captain Richard Stayner and Lieutenant Thomas Axtell, in the preceding year, recommended that Captain Stayner should be given £20, and £5 for a gold medal, and Lieutenant Axtell £10, and 40s. for a medal, as rewards and encouragement, to be provided by the collectors for prize goods.—*State Papers, Dom.* Vol. 9. 1650.

"T. S." who afterwards used the same die representing the House of Commons, to make a reverse for the small Dunbar Medal, struck in gold, to celebrate Cromwell's victory of Sept. 3rd, 1650.

The press in the Tower of London was lent to Simon to strike the medals, with the proviso that he was not to use it for any other purpose, and to give security for the due performance of his engagement.*

On the night of July 31st, 1650, Captain Robert Wyard, commander of the "Adventure," a ship of 22 guns, hired by the Commonwealth, in charge of a small convoy from Hull, was attacked by six Royalist frigates from Jersey, who in firing on him shouted: "For King Charles the Second, you round-headed dogs." The fight was maintained till the following day, when Wyard, having beaten off his assailants, got into Yarmouth. While this unequal contest was proceeding, two other captains of hired ships, Butler and Jones, "lay within ken," but came not to the gallant Wyard's assistance, for which conduct they were afterwards summoned before a Council of War. As a reward for this action, after conferring with Colonel Deane (slain in action with the Dutch, 1653), the Admiralty Committee ordered that Captain Wyard should be given a gold medal of the value of £50, with his service against the ships engraved on one side, and the Arms of the Commonwealth on the other, also £100 for the repair of his ship. The master was rewarded with a medal of the value of £5, the boatswain, gunner, and carpenter, with medals valued at £3, and the inferior officers received medals of the value of 10s. each. Each of the crew was given a medal valued at 5s. and all the medals bore the same Arms and Inscription.†

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* "Die Mercurie, 21 Nov., 1649.—(Ordered) that Mr. Symmons doe put in security with one surety in £500 that he shall make no unlawful use of the presse which he is to have from ye Tower, for ye making of certain Medalls appointed for the seamen who have deserved well of the State."—*Order Book of the Council of State*, No. 81. *State Papers Dom.* Vol. 9. 1650.

† *State Papers, Dom.* Vol. 9. 1650.

This medal, struck in gold and silver, is oval in shape ; on one side is a cable and anchor, with two shields suspended from the stock, one charged with St. George's Cross, and the other with the Irish Harp, with the word "Meruisti" above. Upon the reverse is a representation of the fight, with the inscription : "Service done against six ships, July ye XXXI. and August ye I, 1650." This shows conclusively that the victory of Cromwell at Dunbar was not the first action for which medals were given generally to officers and men alike. Among the officers of the Parliament who were rewarded with gold medals for services at sea performed about this time, of which no other record now remains, were Captain Young and Major Bourne, * who served with distinction in the Dutch War of 1652–53. Disputes arising between the Commonwealth and the Dutch, concerning the right of search, and the sovereignty of the narrow seas, war was formally declared against the Holland July 8th, 1652 ; but on May 19th preceding, Blake had defeated Van Tromp in the Straits of Dover. On September 28th, Blake defeated De Ruyter in the Downs, sinking three of his ships, and blowing up another, but on November 29th following, he was attacked by Van Tromp with overwhelming numbers, and driven into the Thames, leaving the Dutch in command of the Channel.

Next year, on February 28th, Blake, Deane, and Monk, encountered the Dutch fleet under Van Tromp and De Ruyter, off Portland, and after three days' fight,† defeated them with the loss of eleven ships of war and thirty merchantmen, the English losing but one ship, but their loss in killed and wounded was almost equal to that of the enemy.

*On Nov. 15, 1651, the Council of State ordered a chain and medal not exceeding the value of £50, to be given to Captain Young. in token of their appreciation of his good service. On the 22nd of the same month, the Council, on a report from the Admiralty Committee, recommending that a gratuity of £50 be given to Major Bourne for his services, ordered instead a gold medal of the value of £60 to be bestowed on him, the Admiralty Committee to provide the same.—*State Papers, Dom.* Vol. 16. 1651.

† In this action, a body of soldiers for the first time served on board the fleet as marines.

On June 2nd and 3rd in the same year, Monk, Deane, and Penn, again defeated the two Dutch Admirals, with the loss of six ships sunk, two blown up, and eleven taken. On the side of the English not a ship was lost, but General Deane was killed in the action.*

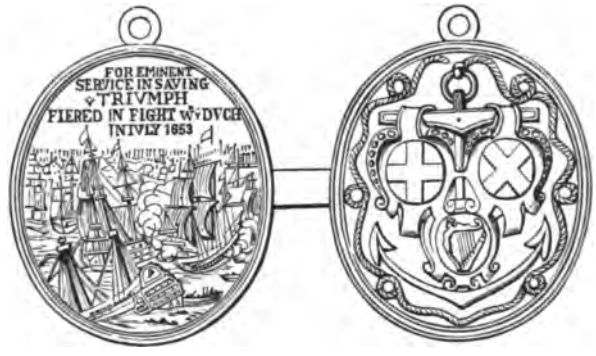
The decisive battle of the war was fought off the coast of Holland on July 31st, 1653. The English fleet was commanded by Monk, Penn, and Lawson, Admiral Blake being on shore sick from the effects of a wound. The Dutch fleet of one hundred and twenty-five sail was under Van Tromp. Early in the action, the fire-ships of the Dutch being very skilfully managed, almost decided the fate of the day. Many of the English ships were in imminent danger of destruction, and the "Triumph," Blake's old flagship, was set on fire. Many of her crew jumped into the sea, but the fire was extinguished, and the ship saved by the extraordinary exertions of the brave fellows who remained on board. At length Van Tromp was killed by a musket-ball, and his shattered fleet took refuge in the Texel. The loss of the Dutch was twenty-six ships, and six thousand men in killed, wounded, and prisoners. The English lost but two ships, but had thirteen hundred men killed and wounded.

On August 8th, the Parliament resolved—"On Mr. Moyer's report from the Council of State, that two gold chains to the value of £300 apiece, may be made and given to General Blake and General Monk, as a mark of favour from the Parliament, and a token of their good acceptance of the eminent services performed by them against the Dutch; and that a chain to the value of £100, may be made and given to Vice-Admiral Penn, and one of the same value to Rear-Admiral Lawson, upon the same consideration. That the four flag officers have chains given them of £40 apiece; and that the former sum of £960 be made up to £2000, to be given in medals amongst the officers of the fleet, as a mark of the Parliament's favour

*The fleet of the Commonwealth at this period consisted of about 200 ships of various sizes, manned by 35,000 seamen.

and good acceptance of their service, in such manner as the Commissioners of the Admiralty, by advice with the Generals of the fleet, shall think fit."

Of this medal four varieties were struck, the larger size being splendid specimens of medallic art. Of these, four were issued for the Admirals.* On the obverse is a cable and anchor, with the shields suspended from the stock bearing the Arms of England, Scotland, and Ireland, as used by the Commonwealth, and on the reverse a representation of the battle. On both sides is a wide and elaborate border of naval trophies, guns, etc. The medal given to the flag officers was the same, but rather smaller, with a border of laurel leaves, instead of naval trophies. (See plate of the medal presented to Captain William Haddock ; still in the possession of his descendants). Gold medals of the same design, but without any border, were given to the officers of the fleet. The



officers and crew of the "Triumph," for their gallantry in saving the ship, were rewarded with the same medal, without any border, but with this inscription on the reverse : "For eminent service in saving ye Triumph fiered in fight w^h^ y

* Blake's medal was purchased by King William IV. for 150 guineas, and is now in the British Museum. Another of these medals was sold in the Hamilton sale to the Duke of Buccleugh, for £350. In the fine portrait of Monk, by Loggan, he is represented in armour, wearing the chain and medal round his neck.

Duch, in July 1653." All these medals were designed by T. Simon,* and have loops for suspension.

During this arduous and bloody contest, the welfare of the ordinary seamen was not forgotten by the Parliament. On December 20th, 1652, the Admiralty Committee ordered that the tenths of all prizes should be set aside to defray the charges of the sick and wounded, and for the relief of the widows, children, and impotent parents of the slain in the service at sea ; and to provide medals and rewards for officers and seamen who shall do any singular service.† On the 2nd. of December, 1653, the Council of State ordered : "That warrants be issued to the Commissioners for prize goods, for payment of £1000 to the Commissioners at Little Britain for relief of the sick and wounded men."‡

The splendour of the achievements of the Navy during the reign of George III. has somewhat eclipsed the lustre of the gallant actions of Blake, Penn, Deane, and Monk ; but no medals were more bravely won, nor more worthily bestowed, than those conferred on the officers and seamen of the Commonwealth.

MEDALS OF CHARLES II.

Several medals were struck to commemorate the naval victories over the Dutch in the reign of Charles II. England and Holland having been at war for some months on the coasts of Africa and America, war was formally declared against the Dutch, February 22nd, 1665. Previous to this, on October 28th, 1664, the King issued a proclamation ordering that all seamen, whether serving on board the King's

* The Council of State ordered, on December 2nd., 1653, the sum of £1500 to be paid to Mr. Thomas Simons, in part of the £2000 ordered by Parliament, for chains and medals to be given to the General and Officers of the fleet.—*Entry Book, No. 100.*

† *State Papers, Dom.* Vol. 26. 1652.

‡ *State Papers, Dom.* Vol. 30.

ships or in merchantmen, should receive 10s. per ton on all prizes taken by them from the Dutch ; £6 13s. 4d. for each piece of ordnance taken by them ; and £10 per gun for every ship of war sunk or destroyed. They were also to have the pillage of all goods and merchandise upon, or above, the gun-deck. The sick, wounded, and widows were to be provided for, and *medals to be given for any eminent service.**

On June 3rd, 1665, the English fleet, under the Duke of York, Prince Rupert, and Admirals Penn and Lawson, engaged the Dutch fleet, commanded by Opdam and Evertzen, off Lowestoft at three o'clock in the morning. About one o'clock p.m., the Earl of Sandwich, commanding the Blue Squadron, broke through the enemy's line, and brought them to close action. Soon after, Opdam's ship blew up, and he, with five hundred men perished, only five of the crew escaping. Two other Dutch Admirals were killed, and their fleet gave way in confusion, with the loss of more than twenty ships taken, burnt, and sunk. The English lost but one ship, but among their slain were the Earls of Marlborough and Portland, and Vice-Admirals Lawson and Sansome. The Earl of Falmouth, Lord Muskerry, and Mr. Boyle, second son of the Earl of Burlington, who were serving in the fleet as volunteers, were also killed, the three last by one shot, on board the *Royal Charles*, the Duke of York's flagship.†

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* *Entry Book of the Council of State, No. 100.*

† Had the retreating and dispirited enemy been vigorously followed up, the whole of the Dutch fleet, by their own admission, could hardly have escaped capture or destruction ; but night coming on, the Duke of York retired to his cabin, leaving Admiral Penn in command. Penn, who was suffering from the gout, soon followed the example of the Duke, and went to bed. Sometime afterwards, Mr. Brouncker, a gentleman of the Duke's bedchamber, came to Captain (afterwards Admiral Sir John) Harman, who was in charge of the ship ; and ordered him—"as if from the Duke"—to shorten sail. Harman, though surprised, obeyed the command, and next morning when the Duke came on deck, the Dutch, to his *apparent* astonishment and indignation, were beyond pursuit. The matter was afterwards the subject of an inquiry in the House of Commons.

Medals were struck to commemorate the victory, in gold and silver. One, on the obverse, has the bust of the King, superscribed with his usual titles, and on the reverse, a representation of the island of Great Britain, with the legend

"Quatuor Maria Vindico." Another, of small size, with a similar obverse, bears on the reverse, the King in a triumphal chariot drawn by sea-horses, with the inscription: "Et Pontus serviet." Another large medal—or medallion—has on the obverse the bust of the Duke of York, surrounded by the inscription: "Jacobus Dux Ebor, et Alban. Dom. Magn. Admirallus Angliæ"; and on the reverse a representation of a naval engagement, the Admiral's ship in front, with the royal standard at the main, above, are the words: "Nec Minor in Terris," and the date, "3 Junii 1665," below.

These medals were not intended to be worn as decorations, but a beautiful oval medal, designed by Rœttier, issued at the same time, was undoubtedly given to seamen who had distinguished themselves, as a reward, and worn. This medal has on the obverse the bust of Charles II., crowned with a laurel wreath, with the legend: "Carolus II. D.G.M. Br. Fr, et H. Rex." On the obverse is a ship of war, with a flag at the main bearing the initials "C. R.," above being the words: "Nos penes Imperium."

Next year Prince Rupert and the Duke of Albemarle (Monk) had a bloody fight with the Dutch in the Downs, lasting four days, June 1st.—4th., 1666. The loss was about equal, and the victory doubtful.

The ships of De Ruyter and Van Tromp were so shattered, that they were obliged to shift their flags. Sir W. Berkeley who led the English van in the "Swiftsure," was surrounded by the enemy, himself killed, and his ship taken. Sir John Harman in the "Henry," being assailed on all sides by the Zealand squadron, was summoned to surrender by Admiral Evertzen who commanded it, and offered quarter. Harman replied "No sir, it is not come to that yet," and with his next broadside killed the Dutch Admiral, and disengaged his ship. Three fire ships were then sent against the "Henry"; the first grappled her on her quarter, but Lieutenant Lamming sprang on board the fire ship, cast off the grappling irons, and regained his own vessel; scarcely was this done, when another fire ship boarded the "Henry" on the starboard, and set her sails and rigging on fire. Some of her crew jumped overboard, but Harman, drawing his sword, and threatening to kill any man attempting to quit the ship, by great exertions the flames were extinguished, and the third fire ship sunk by a well directed broadside. The gallant Harman with a broken leg, then carried his shattered vessel into Harwich, where she was repaired in time to take part in the concluding engagement of the 4th of June.

On July 25th, another obstinate battle was fought off the North Foreland, in which the Dutch, under De Ruyter, were defeated and chased into their harbours with the loss of twenty ships. In the following year, 1667, peace was concluded.

War was again declared against the Dutch in March, 1672, and, on May 28th, a severe but indecisive battle was fought between the English fleet, under the Duke of York, and the Dutch, under De Ruyter, on the coast of Suffolk.

In this engagement the Dutch Admiral Van Ghent was killed, and the "Royal James," 100 guns, commanded by the Earl of Sandwich, was burned by the fire ships of the enemy,

and the Earl drowned. The Dutch lost three of their largest ships, one sunk, one burnt, and one captured.

Three desperate actions were fought in the following year between Prince Rupert and De Ruyter, on May 28th, June 4th, and August 11th. In the first two encounters the advantage was on the side of the English ; in the last battle both sides claimed the victory. Peace was signed with Holland, February 9th, 1674.*

Another large medallion was struck by Charles II. in gold and silver, designed by Rœttier, but, from its size and weight, it could not have been intended to be worn as a decoration. Being without a date, it is uncertain whether it was issued to commemorate the victories of the first or second Dutch war. There are two types of this medal, one being rather smaller than the other, and the designs of the obverse and reverse of each are somewhat different. On the obverse is the head of the King, wearing a laurel wreath, with the inscription : "Carolus Secundus, D. G. Mag. Bri. Fran. et Hib. Rex." On the reverse, the King is represented as a Roman general standing on the shore, with a baton in his hand ; in the distance is a fleet, after an engagement, with a wreck in the foreground, and the words : "Pro talibus ausis," in the exergue. During this reign a large medal was struck in honour of James, Duke of York, and his naval services. On the obverse is the bust of the Duke, surrounded by the inscription "Jacobus Dux Ebor, et Alban. Frater Augustiss. Caroli II. Regis." Reverse, a trophy of arms and flags over a globe ; above are the words "Genus Antiquum." A somewhat similar medal was struck by James after his accession to the crown, having on the obverse the bust of

* In 1672, both England and France were at war with Holland, and a French fleet, under Count d'Estrees, was combined with the English in the naval engagements which occurred, but, by order of Louis XIV., took but little active part in any of them. The Dutch said, in jest, that the French had hired the English to fight for them, and that the only reason they were present was to see that the English earned their wages.

[To face Page 20.]

the King with long flowing hair, and the inscription "Jacobus II. Dei Gra. Ang. Scot. Fran. et Hib. Rex" ; reverse, the same. Both the medals are by Roettier.

WILLIAM AND MARY.

During this reign the Navy again took its position as the first line of defence, and medals were granted to deserving seamen by a special Act of the Legislature. In 1692 an Act of Parliament was passed: "for the encouragement of privateers, etc." which also provided that, "in all cases where the prize shall not be taken by any private man-of-war, one tenth part thereof, after such sale and deduction of their Majesties' customs as aforesaid (and before any division of the proceeds thereof shall be made) shall be paid to the Treasurer of the Navy for the time being, which said tenth part shall be separated and kept apart by the said Treasurer of the Navy, and shall be disposed of from time to time by Warrant of the Commissioners for executing the office of Lord High Admiral for the time being, for medals and other rewards for officers, marines, and seamen, in their Majesties' service at sea who shall be found to have done any signal or extraordinary service."

England and France being at war, on May 19th, 1692, the English and Dutch fleets, commanded by Admiral Russell, fell in with the French fleet, under De Tourville, near Cape La Hogue. The combined fleets were superior in force, but De Tourville having the weather gage, bore down and engaged them. His flag-ship the "Soleil Royal" was soon so much damaged that she was towed out of the action, and a thick fog coming on, Russell was obliged to anchor, while the French took the opportunity to bear away for Conquet Road, with the loss of four ships. The two next days were dark and foggy, but the French were followed so closely that De Tourville's flag-ship, with three others, were driven on shore, and after-

wards destroyed by the English fire-ships. Sixteen of their ships sought refuge at La Hogue, and on May 23rd, Russell, finding the water too shallow for his ships to enter, sent in his boats, under the command of Sir George Rooke, to attack them. In the face of a heavy fire from the land batteries, the whole of the ships were captured and burnt, with a loss to the assailants of ten men.

Several medals of large size, in gold, silver, and bronze were struck to commemorate this victory, which firmly seated William and Mary on the throne of England and frustrated the hope entertained by James II. of regaining his lost crown. One variety has on the obverse the heads of the King and Queen, with their titles, and on the reverse a representation of a naval battle, with wrecks in the foreground; above are the words, "Asserta Maris Imperii Gloria," and in the exergue "Gallorum classe deleta, D. XIX.–XXIX. Maji, MDCXCII." Others have on the obverse a different representation of the battle, with the words, "Britannia et Belgica Virtus" above, and the date 19-29 May, in the exergue. Another type, a fine example of medallic art, has on the obverse the King attired as a Roman Emperor with a rudder in his hand, crowned with a wreath by Victory. On each side of him is a female figure, one with a harp representing Ireland, and the other with a Lion, the United Provinces; in the exergue is the word "Concordant." On the obverse is part of the Zodiac, the French sun being in the sign of Gemini, below is a naval battle, and above the legend, "Solis Iter." In the exergue is the inscription, "Vict. Nav. de Gallis. Max. Die 29 Maii, 1792." Round the edge is a Latin chronogram expressing the date.

The medal conferred on Admiral Russell and his officers,*

* "Queen Mary was no sooner informed of this victory, than she sent a gratuity of £30,000 down to Portsmouth, to be distributed among the seamen and soldiers, and ordered medals to be struck for tokens of honour to the officers."—*Lediard.* Vol. II., p. 667. In the

was struck in gold and silver ; on the obverse are the busts of King William and Queen Mary, with the inscription—"Gul. et Mar. D.G., M.B.F. et H. Rex et Regina." On the reverse is a representation of the engagement, above are the words—"Nox nulla secuta est" ; and in the exergue—"Pugn. Nav. int. Ang. et Fr. 21 Maii, 1692." The medal with a massive gold chain was also given to John Tupper, Esq., of Guernsey, as a reward for informing Admiral Russell at Spithead, of the French fleet being at sea.* During this reign, medals were not granted as rewards for meritorious actions to officers and men of the Royal Navy exclusively, but were also conferred on seamen in the merchant service and fishermen, in recognition of distinguished acts of gallantry.

On May 30th, 1695, William Thompson, master of a fishing smack, of Poole, with one man and a boy, was attacked by a French privateer near the Isle of Purbeck, with two guns, grenadoes, and sixteen men. Thompson had two small guns and a few muskets, which he used so well, that he disabled the captain, lieutenant, and six of the crew of the privateer, and compelled him to bear away. He then pursued, and after an action of two hours, the French called for quarter, surrendered, and were taken into Poole harbour. For this gallant exploit, the Admiralty gave Thompson a gold chain and medal, of the value of £50, and allowed him to keep the vessel he had taken.

Similar rewards were given about the same time by the Admiralty to British seamen, among others, to Captain Peter Joliffe, of the hoy, "Sea Adventure" ; who seeing a French privateer capture a fishing boat belonging to Weymouth, boldly attacked him, though three times his strength, and

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Memoirs of Admiral Sir John Leake, who took part in the action, it is stated, that medals were presented to the officers.

* A silver medal was struck to commemorate the bombardment of Havre, and other towns on the French coast, in July, 1694.

drove him ashore near Lulworth, where the privateer was taken, and the crew made prisoners.*

QUEEN ANNE.

War being declared against France, shortly after the Queen's accession, an English and Dutch fleet, under Admiral Sir George Rooke, with a strong body of troops on board commanded by the Duke of Ormond, sailed in June, 1702, from Spithead, with the intention of capturing and occupying Cadiz. The attempt miscarried ; but being informed that the Spanish treasure galleons from the West Indies, under convoy of a French squadron, had arrived at Vigo, the Admiral resolved to attack them.

The passage into the harbour at Vigo is not more than three quarters of a mile wide, and was defended by formidable batteries and forts on both sides ; a strong boom made of spars, cables, and chains was stretched across the entrance, flanked at each end by a "seventy-four," and within the boom were moored five ships, of sixty and seventy guns each, their broadsides commanding the passage. The water being too shallow for the first-rate ships, the Admirals shifted their flags into smaller vessels, and the attack was made by fifteen English and ten Dutch ships, with the frigates, and fireships, led by Vice-Admiral Hopson, in the "Torbay." The troops being landed on the south side of the harbour, attacked and carried by storm a fort at the entrance, mounting forty pieces of cannon, and made the whole of the garrison prisoners. Then Vice-Admiral Hopson,

* "In 1695, the Lord Commissioners of the Admiralty ordered a gold chain and medal of the value of £50 to be given to William Thompson, the master of a small hoy, of Poole, for having with only one other man, and a boy, captured a French privateer of very superior force ; and similar rewards, were about the same time, bestowed upon William Williams, master of a fishing boat, of Whitsand bay, for having re-captured several coasting vessels ; and to Peter Joliffe, the master of a hoy, of Weymouth, for having attacked and driven a French privateer on the Island of Purbeck."—Sir H. Nicolas' *History of Orders of Knighthood, &c.* Vol. I., p. 13.

setting all sail, ran straight at the boom, broke it, and entered the harbour under a tremendous fire, where he was soon followed by the remainder of the squadron. A fireship of the enemy grappled the "Torbay" and set her on fire, but by the uncommon exertions of her crew, she was saved from destruction.* One hundred and fifteen of her men were killed or drowned, and the ship was so shattered that the Vice-Admiral † quitted her, and hoisted his flag on board the "Monmouth." The forts of the enemy were taken by the soldiers, or silenced by the fleet ; seventeen French ships were destroyed or captured, and six galleons were sunk, and eleven taken, by the English and Dutch. The loss of the victors in seamen and soldiers, with the exception of the crew of the "Torbay," was inconsiderable, being less than forty of both services.‡

Medals were struck in gold and silver and distributed among the officers of the fleet as rewards for this brilliant

* The master, boatswain, and gunner of the "Torbay," distinguished themselves greatly by their exertions in saving the ship from utter destruction, when laid along side by the fireship, and sixty of the crew had jumped overboard. They were each rewarded by a gold medal and chain, as appears by the following letter, dated "Admiralty Office, March 13th, 1703," desiring that a bill might be signed on the Treasurer of the Navy "for paying £240 to Isaac Newton, Esq., Master of the Mint, for enabling him to provide two medals and two chains, one for Henry Gilbert, the Master, and the other for Elisha Dann, the boatswain of the "Torbay," in like manner as he had been directed to do for Benjamin Bryer, the gunner of the said ship ; as a reward to them for their good service in extinguishing the fire on board the "Torbay" at Vigo, when her captain was blown overboard ; the said bill to be paid out of money received by the Treasurer of the Navy, for the tenths of prizes appointed by the late Act of Parliament for medals and other rewards for Officers, Marines, and Seamen in Her Majesty's service."

† On his arrival in England, Vice-Admiral Hopson received the honour of knighthood, and the Queen afterwards granted him a pension of £500 per annum, with a reversion of £300 a year to his wife, if she survived him."

‡ The cargoes of the galleons consisted of twenty millions of pieces of eight, and merchandise of nearly equal value. Of this, two millions in silver, and goods valued at more than double that sum, were captured and taken away by the English and Dutch. Crowns, half-crowns, shillings, and sixpences were coined from the silver captured, with the word "Vigo" under the bust of the Queen, in commemoration of the victory.

victory. On the obverse is the bust of the Queen with her usual titles, and on the reverse, a view of the engagement, with the date "12th October, 1702," in the exergue. Other medals were struck in commemoration of this success besides that given to the seamen. They all differ more or less from each other, but most of them have on the reverse a representation of the engagement with the date.

On July 22nd, 1703, Rear-Admiral Dilkes sailed from Spithead with a small squadron, in search of a fleet of French merchant ships with a convoy. On the 25th, being off Jersey, he sent one of his Captains on shore to gain information from the governor. He returned with Captain James Lampriere and Captain Thomas Piper, men well acquainted with the coast, and the news that a fleet of about forty French ships were lying near Granville. The next morning Dilkes came in sight of the enemy, consisting of forty-three merchantmen and three men-of-war, who on his approach got under weigh and stood for the shore. He followed them as far as his pilots would venture, or the depth of water permit, and then manning his boats, sent them to attack the enemy. By noon he had taken fifteen sail, burnt six, and sunk three, the rest escaping into shallow water.

On the 27th, he again attacked the French with his boats and fireships, with the result that two of the men-of-war were burnt and one captured. Seventeen more of the merchantmen were burnt or sunk, so that of the whole fleet only four ships escaped.

According to Campbell ("Naval History." Vol. III., p. 391), "The Queen to testify her kind acceptance of so cheerful and so effectual a service, ordered gold medals to be struck on this occasion, and delivered to the Rear-Admiral and all his officers." One of them was presented to Captain James Lampriere. On the obverse is the bust of the Queen, crowned, with the superscription: "Anna Dei Gratia. Mag. Britan. Fra. et Hib. Regina." On the reverse the inscription, "Her Majet^{s} reward to Capt. James Lampriere for his zeal to her

service and his successful conducting ye squadron commanded by Rear-Admiral Dilkes, who destroyed a considerable number of ye enemy's merchant ships, under convoy of three men-of-war, on their own coast." Below is a shield bearing the arms of the recipient, and on a scroll, the motto, "True to my trust." Medals were also struck in this reign to celebrate the capture of Gibraltar by Sir G. Rooke in 1704. One of these has on the obverse the head of Queen Anne uncrowned, with her usual titles, and on the reverse Neptune in his chariot presenting naval and mural crowns to Britannia standing on the shore; above are the words "Victoriæ Navales," and in the exergue, "Calpe Expug. et Gall. Vict. MDCCIV."

GEORGE I. AND II.

DURING the reign of George I., there were several naval expeditions, and one important naval action fought, but it does not appear that medals were granted as rewards for any of them. George II. revived the practice of bestowing medals as rewards for distinguished naval services, whether performed by men of the Royal Navy, or merchant seamen.*

* A silver medal was struck in honour of the victory of Sir George Byng over the Spanish fleet, off Cape Passaro, in the Mediterranean, July 31st., 1718, and medals were issued in silver and bronze, to commemorate the taking of Portobello by Admiral Vernon, with six ships, in 1739. There are several varieties and sizes of the Vernon medals, but whether they were distributed as rewards is not certain, probably they were not. On the obverse of one of the Portobello medals, is the full length figure of Admiral Vernon, with a sword in each hand, and on the reverse, a view of the action; another variety, bears the heads of Vernon, and Commodore Brown, his second in command. On most of them is the inscription "He took Porto Bello with six ships only." A gold medal was presented to Commodore Anson, on his return from his voyage round the world in June, 1744: and another in gold and silver, designed by T. Pingo, was struck in 1747, to commemorate his victory over De la Jonquiére, off Cape Finisterre, on May 3rd, when six French ships of war, and the greater part of a valuable convoy were captured. On the obverse of this medal is the bust of Anson, and on the reverse, the names of his principal officers, within wreaths of laurel—"Saunders," "Brett," "Dennis," "Campbell," "Keppel," "Saumarez." A silver medal was issued to celebrate the defeat of De Conflans, by Admiral Sir E. Hawke, off Belleisle, Nov. 20th, 1759, but not worn as a decoration.

In July, 1742, five royal Spanish galleys, laden with ammunition and provisions for the Spanish Army, were pursued and blockaded in the port of St. Tropes, a town belonging to France, by a small English squadron under Captain Norris. The galleys having disregarded the neutrality of the port by firing on the blockading ships, Captain Callis with the "Duke" fireship, was ordered to go in and burn them. This service Captain Callis performed so thoroughly, that the King ordered him to be promoted to post rank, and presented him with a gold chain and medal. On the obverse of this medal is the figure of George II., as a Roman Emperor, with a baton in his left hand, and the medal and chain in his right, before him is the recipient, kneeling, above are the words—"Pro talibus Ausis." On the reverse is a representation of the action, and in the exergue the inscription—"Ob. v. Tirem. Hispan. A. S. Callis combust. v. Julii, MDCCXLII." By an order of council, dated Dec. 16th., 1742, Lieutenant Green of the "Duke" fireship was granted £50, and a reward was instituted for lieutenants who should perform similar actions in future.

On June 1st., 1744, Captain Richard Hornby, master of the ship "Wrightson and Isabella," of Sunderland, sailed for the Hague, with three small vessels under his charge. Next day as they were nearing their port, they were attacked by a French privateer, who singled out the "Isabella," the other ships escaping. The "Isabella" had four small guns and two swivels, with a crew of five men and three boys besides the captain, while the privateer, the "Marquis de Brancas" commanded by Captain André, carried ten guns and eight swivels, with a complement of seventy-five men. The Frenchman in abusive terms commanded Hornby to strike, who hoisted the British colours, and returned an answer with his two swivels. The privateer then poured such showers of shot into the "Isabella," from guns and small arms, that the captain ordered his crew into close quarters, and by dexterous management of his helm, frustrated two attempts of the

enemy to board him. After the action had lasted about an hour, the privateer ran her bowsprit into the main shrouds of the English ship and lashed himself fast to her, the French captain bawling—"You English dog, strike!" Hornby replied by challenging him to come on board and strike his colours if he dared. A number of Frenchmen immediately boarded the "Isabella" and began hacking and hewing at the close quarters, but a murderous discharge of blunderbusses forced them to retreat. The enemy having disengaged their ship, made another attempt to board on the starboard, and lashing the ships together, made another fierce attack on the close quarters with hatchets and poleaxes, and nearly cut their way through in three places; but the hot fire kept up by Hornby and his men, compelled the assailants a second time to retire, hauling their dead after them with boat hooks. The ships being still lashed together, the enemy fired repeated volleys with small arms into the close quarters of the "Isabella" and Hornby seeing them crowding together behind their main-mast for shelter, fired a blunderbuss at them, which being by mistake doubly loaded with twenty-four balls, burst when discharged, and knocked him down, to the consternation of his crew, who thought he was killed. Though much bruised, in an instant he sprang up again, and the contents of the blunderbuss having made great havoc among the French, they cut themselves clear of the English ship, and sheered off, leaving their grapplings, poleaxes, and a quantity of arms behind them. Hornby then fired his starboard guns into the stern of the retreating enemy. The privateer immediately returned, and renewed the combat, which was continued yard arm to yard arm, for two hours, with great fury. The "Isabella" was shot through and through several times, her sails and rigging torn to pieces, and her ensign shot away, but the "Brancas" being struck by a shot between wind and water, was obliged to bear off and careen. As the enemy retired, the gallant Hornby and his crew rushed from their close quarters, gave three cheers, and re-hoisted their

shattered ensign. The privateer having stopped her leak, again returned, and fired repeated broadsides into the "Isabella" by one of which Hornby was wounded, but not dangerously. The vessels had now drifted so near the English shore, that crowds had assembled on the cliffs as spectators of the action. The English ship being now almost unmanageable, Hornby was once more summoned to strike his colours, who turning to his crew, and pointing to the shore said—"You see yonder, my lads, the witnesses of your valour." They all assured him of their resolution to stand by him to the last, so he once more returned his defiance to the enemy. André, one of the bravest of men himself, ran alongside and lashed his ship to the starboard of the "Isabella," but his dispirited crew refused to board, so that he perforce cut the lashings, and for the last time sheered off. Hornby resolved to give his antagonist a parting salute, and this shot fired into the stern of the "Brancas," happening to reach the magazine, it blew up, and the ship instantly went to the bottom. The English could give no assistance to their ill-fated enemies, as the "Isabella" was unmanageable, and every boat beaten to pieces. Out of the seventy five men on board the privateer, thirty-six were killed or wounded in the action; and all the others, with the wounded, were drowned, with the exception of three, who were picked up by some Dutch fishing boats. For this heroic action, unsurpassed by any in the naval records of England, Captain Hornby by order of the King, was presented with a gold chain and medal of the value of £100,*

* "His Majesty having been pleased in Council to sign an order, desiring and directing us to sign a bill on you for paying unto Sir Andrew Fountain, Knight, Warden of his Majesty's mint, the sum of £100 for enabling him to provide a medal and chain of that value for Richard Hornby, master of the ship "Wrightson and Isabella," as a reward to him for his good service, in not only defending the said ship, whose crew consisted of but five men and three boys, from a French privateer, whereby she blew up, and all her crew perished; but as an encouragement to others under the like circumstances to exert themselves in the defence of their ships, and the destruction of their enemy; and you are likewise to pay a bounty of £5 to each of the five men, and 40s. to each of the three boys belonging to the said ship."—*Order in Council to the Commissioners of the Navy.* Sept. 18th., 1744.

each of his men being given £5, and each boy £2, as an encouragement to others.

The "Alexander" privateer, of Bristol, mounting twenty-two six-pounders, with a crew of one hundred and fifty men, commanded by Captain Phillips, being on a cruise, in April, 1746, saw a large ship anchored under a small fort in St. Martin's Road, in the Isle of Rhé. Phillips stood in after her, boarded her with fifty men, cut her cables, and brought her off, with the loss of three men only. The French crew of two hundred and thirty men, upon being boarded with such determination, and fifteen of them killed, were panic-stricken and fled below. The prize proved to be H.M.S. "Solebay" of twenty-two guns, which had been captured by the enemy two years before. The king was so pleased with this gallant action, that as a reward, he ordered Captain Phillips to be given five hundred guineas and a gold medal valued at two hundred guineas more.

Great Britain being at war with France in 1758, an expedition, under the joint command of Admiral Boscawen and General Amherst, was sent against Louisbourg, in Cape Breton Island. This being a place of importance, commanding the entrance to the river St. Lawrence, had been strongly fortified and garrisoned by the French. The troops landed in the face of a heavy fire, drove the enemy from their outworks, and besieged them in the town. A fleet was lying in the harbour, which was blockaded by the British ; the French sank four of their ships to obstruct the entrance, and during the siege another of seventy-four guns took fire and was burnt with two others, two ships only being left.

On the night of July 25th, 1758, Admiral Boscawen sent in the boats of his fleet to attack and cut out these two ships — "La Prudente" of seventy-four guns, and the "Bienfaisant," a sixty-four. The boats were commanded by Captains Laforey and Balfour, who successfully carried out this dangerous enterprise. Both ships were boarded and their cables cut under the heavy fire of the batteries, but

"La Prudente" grounded, and was set on fire by her captors and destroyed. The "Bienfaisant" was towed out by the boats, and joined the British Fleet. The next day Louisbourg surrendered.

Medals were struck to commemorate this success, one variety of which was given as a reward to officers who had distinguished themselves. This medal, designed by T. Pingo, was issued in gold, silver and bronze. On the obverse is the figure of France lying prostrate under a globe, inscribed "Canada, America," supported by a soldier and a sailor; above being a figure of Victory blowing a trumpet, with a wreath in her left hand, and the British flag, with a scroll inscribed—"Pariter in Bello"; reverse, a representation of the cutting out of the two ships, the British fleet in the offing, with the word—"Louisbourg taken, MDCCLVIII."

GEORGE III.

On his accession to the crown in October, 1760, George III. found the nation engaged in an arduous but most successful contest with France, in which the enemy had been vanquished in every quarter of the world. War raged almost constantly during the whole of his long reign, but no medals were granted for any naval service, till Lord Howe defeated the French fleet off Ushant, on "the glorious 1st of June," 1794.*

Lord Howe's Victory off Ushant, June 1st, 1794.

Admiral Lord Howe having received intelligence that the French fleet had sailed from Brest, put to sea in search of

* A silver medal was struck to commemorate the desperate but indecisive action fought between Sir Hyde Parker and the Dutch Admiral Zoutman, off the Dogger Bank, on August 5th, 1781; and another to celebrate the masterly retreat of Admiral Cornwallis, in the face of a much superior French fleet, in June, 1795, but neither of these medals were bestowed as rewards for meritorious conduct.

them, and on the morning of May 28th, the enemy were discovered by his frigates. The British fleet comprised twenty-six sail of the line, eight frigates, two sloops, and two cutters; the French fleet numbered twenty-six line of battle ships, twelve frigates, and four corvettes. The signal for a general chase being made, the leading British ships came up with the enemy's rear and a smart action took place, in which the "Bellerophon" and "Audacious" closely engaged the "Revolutionnaire," 110 guns, and totally dismasted her. Next day another partial action was fought, but a thick fog coming on, which did not clear up till the 31st, put an end to all active operations on both sides. On the morning of June 1st, both fleets were drawn up in order of battle. Lord Howe made the signal to bear up, pass through the enemy's line, and engage them to leeward. A desperate engagement followed, but the French line being broken in several places, and their Admiral furiously attacked by Lord Howe in the "Queen Charlotte," he made sail away in confusion, followed by most of his uninjured ships. On the smoke clearing up, ten or twelve of the French ships were seen to be dismasted or crippled, and six of them were taken possession of by the victors. Another ship of the enemy, the "Vengeur," was so riddled with shot that she went down with 200 of her crew. Many of the British ships were much damaged, the "Queen Charlotte" lost her fore and main topmasts, and the "Marlborough" and "Defence" were entirely dismasted*. The six prizes were taken to Portsmouth, and most of them added to the British navy. The 2nd Foot (with the exception of the Staff), 29th, and detachments of the 25th and 69th Foot,

* The "Brunswick," which during most part of the action was engaged in a close and desperate contest with the "Vengeur," was also greatly shattered. Her mizen-mast was shot away, her other masts and her bowsprit badly injured, and her yards and rigging cut to pieces. Twenty-three of her guns were dismounted, and her best bower anchor with the starboard cathead, was towing under her bottom. Her gallant Captain, Harvey, who, when severely wounded in the height of the action exclaimed to his crew, "The colours of the "Brunswick" shall never be struck," died of his wounds at Portsmouth, June 30th following.

served on board the ships as marines. The party of the 29th in the "Brunswick," lost twelve officers and men killed, and twenty wounded.

Lord Howe's fleet consisted of the "Queen Charlotte," Earl Howe, 1st Captain, Sir R. Curtis, 2nd Captain, Sir A. Douglas; "Royal Sovereign," Admiral Graves, Captain H. Nicols; "Royal George," Vice-Admiral Sir Alex. Hood, Capt. Domett, ; "Barfleur," Rear-Admiral Bowyer, Capt. C. Collingwood; "Impregnable," Rear-Admiral Caldwell, Capt. Westcott; "Bellerophon," Rear-Admiral Pasley, Capt. W. Hope; "Queen," Rear-Admiral Gardner, Captain Hutt; "Cæsar," A. J. Molloy; "Culloden," I. Schomberg; "Defence," J. Gambier; "Gibraltar," T. Mackenzie; "Glory," J. Elphinstone; "Invincible," T. Packenham; "Leviathan," Lord Hugh Seymour; "Majestic," C. Cotton; "Marlborough,"* Hon. G. Berkeley; "Montague," J. Montagu; "Orion," J. Duckworth; "Ramilies," H. Harvey; "Russell," J. W. Payne; "Tremendous," J. Pigott; "Thunderer," A. Bertie; "Valiant," T. Pringle; "Alfred," J. Bazeley; "Audacious," W. Parker; "Brunswick," J. Harvey. Frigates—"Latona," E. Thornborough; "Phæton," W. Bentinck; "Southampton," Hon. R. Forbes; "Aquilon," Hon. R. Stopford; "Venus," W. Brown; "Niger," Hon. A. Legge; "Pegasus," R. Barlow; "Charon," G. Countess. The "Comet," W. Bradley, and "Incendiary," J. Cooke, Sloops, and the "Rattler," J. Wynne, and "Ranger," C. Cotgrave, cutters.

A subscription was opened for the relief of the wounded seamen and marines, and for the widows and children of

* The "Marlborough" being dismasted and her colours shot away, in the confusion was fired on more than once by other English ships, which took her for an enemy. To prevent such fatal mistakes, and to show the ship had not struck her flag to the French, a seaman called Appleford stripped off the red coat from the dead body of a marine, and exclaiming "the English colours shall never be dowsed where I am," stuck it on a boarding pike and displayed it, lashed to the stump of the mizen mast. His messmates cheered, and swore that when all the red coats were gone they would hoist their blue jackets.

those who had fallen in the service of the King and country, and the King ordered the following proportion of prize money to be paid at once. To each warrant officer £25 ; to each petty officer £10 10s. ; to each seaman, marine, or soldier £2 2s.

On June 13th. Lord Howe arrived at Spithead with his prizes, and on the 26th. of the same month, George III. and his Queen arrived at Portsmouth, and held a *levee* on board the "Queen Charlotte," the Admiral's flag-ship. The King presented Lord Howe with a diamond-hilted sword, valued at three thousand guineas, and a massive gold chain, to which afterwards was attached a medal. Gold chains were also presented to Vice-Admirals Graves and Hood, Rear-Admirals Bowyer, Pasley, and Gardiner, and to the Captain of the Fleet, Sir Roger Curtis. At the same time his majesty intimated his intention to give gold medals to each of the above officers, and to the captains of the several ships, as soon as they were ready for distribution. The medals were delivered to the different officers on November 9th., 1796, with the following letter :—

"Sir,— The King having been pleased to order a certain number of gold medals to be struck, in commemoration of the victory obtained by His Majesty's Fleet, under the command of Earl Howe, over that of the enemy, in the actions of the 29th. of May and 1st. of June, 1794 ; I am commanded by His Majesty to present to you one of the medals above mentioned, and signify His Majesty's pleasure that you should wear it when in your uniform, in the manner described by the direction, which (together with the medal and ribband belonging to it) I have the honour to transmit to you. I am also commanded by His Majesty to acquaint you that had it been possible for all the officers on whom His Majesty is pleased to confer this mark of approbation to attend personally in London, His Majesty would have presented the medals to each of them in person ; but that being from various causes at this time impossible, in order to obviate all further

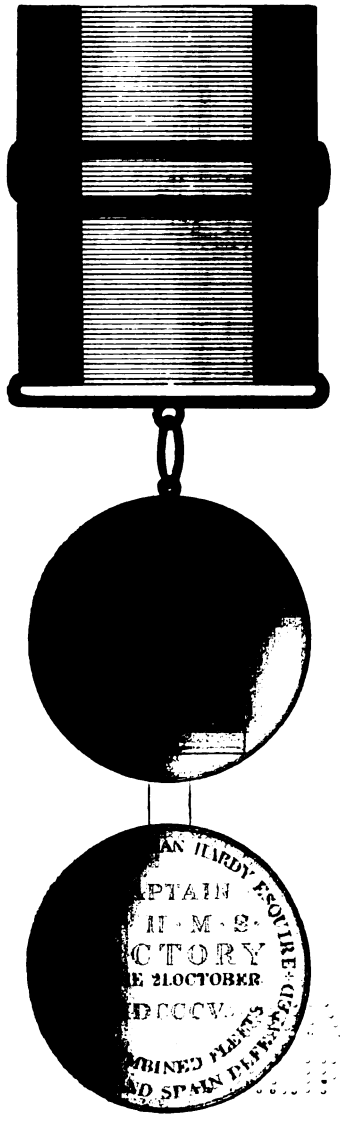
delay, has therefore been pleased to direct them to be forwarded in this manner, etc." "SPENCER."

The medals have on the obverse a figure of Victory, standing on the prow of an ancient galley, crowning Britannia with a wreath of laurel, who stands in the galley, at her side an oval shield bearing the crosses of the Union banner, her right foot resting on an helmet, and in her left hand a spear. On the reverse, within a wreath of oak and laurel, is the name and rank of the recipient, the event for which the medal was given, and the date. (See plate of the Trafalgar medal).*

The medals given to the captains were smaller in size than those of the admirals, but exactly the same in design, excepting the laurel wreath on the reverse, which was omitted. The admirals wore their medals attached to the gold chains presented to them by the King, but all other flag-officers, who subsequently received the medal, wore it suspended from the neck by a white ribbon with dark blue edges. The captains wore the medal with a smaller ribbon, and a gold buckle and swivel, between the third and fourth buttonholes of their uniform coats.

The medal was afterwards granted as a reward for all great naval victories, and to captains commanding frigates, for distinguished actions, till the peace of 1814. It was never given to an officer below the rank of post-captain but three times—to Lieutenant J. Pilfold, of the "Ajax," and Lieutenant Stockham of the "Thunderer," who commanded these ships at the battle of Trafalgar, in the absence of their captains; and to Captain Mounsey, commander of the "Bonne Citoyenne," who, on July 6th, 1809, captured "La Furieuse," a large French frigate of superior force. All these

* The medal given to Lord Howe was inscribed: "Richard Earl Howe, Admiral and Commander-in-Chief, on the 1st of June, 1794, the French fleet defeated." Lord Howe's fleet consisted of twenty-five ships of the line, besides frigates, but only fourteen captains received the gold medal.



TRAFALGAR GOLD MEDAL

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officers too had attained post rank before they received the medal.

The medal was withheld from such lieutenants as succeeded to the command of ships of the line in consequence of the death or wounds of the captain; from all captains of frigates who were in the Battles of Ushant, St. Vincent, Camperdown, the Nile, and Trafalgar; and from the captains of frigates who captured ships of equal or superior force, previously to the year 1808. The actions for which this medal was granted were:—Battle off Ushant (1st of June); Battle of St. Vincent; Battle of Camperdown; Battle of the Nile; to Captain Hamilton, of the "Surprise," for the re-capture of the "Hermione"; Battle of Trafalgar; Sir R. Strachan's action off Ferrol; Battle of St. Domingo; Capture of the Island of Curacoa; to Sir M. Seymour, of the "Amethyst," for the capture of the "Thetis"; to Captain Stewart, of the "Seahorse," for the capture of the "Badere Zaffer"; to Captain Mounsey, of the "Bonne Citoyenne," for the capture of the "Furieuse"; to Captain Cole, of the "Caroline," for the capture of the Island of Banda Neira; Captain Hoste's action off Lissa; to Captain Talbot, of the "Victorious," for the capture of "Le Rivoli"; to Captain Broke, of the "Shannon," for the capture of the "Chesapeake"; to Captain Palmer, of the "Hebrus," for the capture of "L'Etoile"; and to Captain Hope, of the "Endymion," for the capture of the "President."

In all there were given eight large medals with chains, fifteen large medals without chains, and one hundred and seventeen small medals.

Battle off Ushant, 1st June (see *ante*). Page 32.

Battle of St. Vincent, February 14th, 1797.

British ships, "Victory," Admiral Sir J. Jervis, Captains Calder and Grey; "Britannia," Vice-Admiral Thomson, Captain Foley; "Barfleur," Vice-Admiral Hon. W. Waldegrave, Captain Dacres; "Prince George," Rear-Admiral W

Parker, Captain Irwin; "Blenheim," T. L. Frederick; "Namur," J. H. Whitshed; "Captain," Commodore H. Nelson, Captain Miller; "Goliath," Sir C. Knowles; "Excellent," C. Colling-wood; "Orion," Sir J. Saumarez; "Colossus," G. Murray; "Egmont," J. Sutton; "Culloden," T. Troubridge; "Irresistible," G. Martin; "Diadem," G. H. Towry. Frigates, "Dido," D. Preston; "Lively," Lord Garlies; "Niger," J. Foote; "Minerva," G. Cockburn; "Southampton" J. Macnamara. Sloops, "Bonne Citoyenne," C. Lindsay; "Raven," W. Prowse; "Fox," cutter, J. Gibson. The Spanish fleet consisted of twenty-seven sail of the line and eight frigates, in two divisions. Sir J. Jervis passed between these divisions and so cut off nine of the Spanish ships from the main body.* An attempt of the Spaniards to break the British Line, and to effect a junction of their divisions was defeated, and two Spanish seventy-fours struck their colours. At the close of the action four Spanish ships were in possession of the British; two of them, the "San Nicolas" (eighty guns), and the "San Joseph" (one hundred and twelve guns), being taken by Commodore Nelson.†

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* The morning of the 14th of February broke thick and foggy, but as the mist cleared, the numbers of the Spanish fleet were announced to Sir J. Jervis on the quarter-deck of the "Victory" by the Captain of the Fleet, R. Calder. "There are eight sail of the line, Sir John."—"Very well, sir."—"There are twenty sail of the line, Sir John."—"Very well, sir."—"There are twenty-five sail of the line, Sir John."—"Very well, sir."—"There are twenty-seven sail, Sir John."—"Enough, sir, no more of that; if there are fifty sail I will go through them." This conclusive answer, given in a determined manner, so delighted Captain B. Hallowell (then a passenger on board the "Victory") who was walking by the side of the Admiral, that in the excitement of the moment, patting his superior on the back, he exclaimed:—"That's right, Sir John, that's right; by G—d we shall give them a d——d good licking."

† For this victory Sir J. Jervis was created Earl of St. Vincent, with a pension of £3000 a year. Vice-Admiral Thomson, and Rear-Admiral Parker were made baronets, and Commodore Nelson received the Order of the Bath. Don Josef de Cordova, the Spanish Admiral, was dismissed the service, and several of the chief officers of the fleet were publicly disgraced.

Battle of Camperdown, October 11th, 1797.

British ships, "Venerable," Admiral Duncan, Captain Fairfax; "Monarch," Vice-Admiral Onslow, Captain O'Brien; "Russell," H. B. Trollope; "Montague," H. Knight; "Bedford," Sir T. Byard; "Powerful," O. B. Drury; "Triumph," W. Errington; "Lancaster," J. Wells; "Brackel," J. Mosse; "Belliqueux," J. Inglis; "Agincourt," J. Williamson; "Ardent," R. Burgess; "Veteran," G. Gregory; "Director," W. Bligh; "Monmouth," J. Walker; "Isis," W. Mitchell; "Adamant," W. Hotham. Frigates, "Beaulieu," F. Fayerman; "Circe," P. Halkett; "Martin," Hon. C. Paget. Cutters, "Active," J. Hamilton; "King George," Rains; "Rose," Brodie; "Diligent," Randall; and "Speculator," lugger.

At half-past eleven in the morning, Admiral Duncan signalled to his ships to bear up, break the enemy's line, and engage them to leeward, thus getting between the Dutch fleet and the land. About half-past twelve, Vice-Admiral Onslow broke through the enemy's line and engaged their Vice-Admiral. After a hard fought action of nearly three hours, the Dutch Admiral, De Winter, being totally dismasted, struck to the "Venerable,"* and about the same time their Vice-Admiral surrendered to Vice-Admiral Onslow. Seven ships of the line, two ships of fifty guns and two frigates, were taken, but some ships which had struck, took advantage of the night coming on, and escaped into the Texel. In this bloody conflict, Captain Burgess of the "Ardent" was killed, and the loss in killed and wounded

* In the height of the battle, Duncan's signal for close action was shot away, and a seaman named Jack Crawford, volunteered to nail the flag to the main top-gallant masthead of the "Venerable." He performed this hazardous service and regained the deck unhurt, amid the cheers of his messmates. Crawford was a native of Sunderland, and on his return home the Corporation of that Town presented him with a large silver medal, bearing on one side the inscription, "The Town of Sunderland, to John Crawford for gallant services on the 11th of October, 1797." Crawford died in 1831, and in 1889 a Monument to his memory was erected in the Mowbray Park at Sunderland.

of nine ships only of the British fleet, was upwards of seven hundred men. The Dutch loss was still heavier, each of the ships which bore their Admirals' flags, having not less than two hundred and fifty men killed and wounded.*

Battle of the Nile, August 1st, 1798.

British ships, "Vanguard," Rear-Admiral Sir Horatio Nelson, Captain Berry; "Orion," Sir J. Saumarez; "Culloden," T. Troubridge; "Bellerophon," D. Darby; "Defiance," J. Peyton; "Minotaur," T. Louis; "Alexander," A. Ball; "Zealous," S. Hood; "Audacious," D. Gould; "Goliath," T. Foley; "Majestic," G. Westcott; "Swiftsure," B. Hallowell; "Theseus," R. W. Miller; "Leander," J. B. Thompson; "Mutine," sloop, T. Hardy. This battle, Nelson's greatest victory, was gained with twelve seventy-four gun ships, and one of 50 guns ("Leander,") the "Culloden" running aground on a shoal, just before the action began, at about half-past six in the evening. The enemy's fleet, thirteen line of battle ships, and four frigates, was moored in a compact line near the shore, flanked by gun boats, and a battery of guns and mortars on the island of Aboukir, in their van. Led by the "Goliath," that ship with the "Zealous," "Orion," "Theseus,"

* A letter from an officer on board the "Ardent" gives some interesting details of this engagement—"At ten o'clock we descried the Dutch fleet drawn up in two lines, three Admirals' flags flying, and all of them lying with their topsails to their masts, waiting for us to come up with them, as they vainly thought they could gain a complete victory over us. At twelve o'clock our fleet was closely engaged with the enemy. The roaring of cannon lasted for two hours and a quarter, when several of the enemy's ships struck, and the remainder made off as fast as they could. We were then within six miles of the shore, the wind blowing fresh right on the land. Our loss is very great, having 148 killed and wounded on board of us. Among the former was our brave captain, who was killed at the ninth shot. One of the men's wives assisted in firing the gun where her husband was quartered, though frequently requested to go below, but she would not be prevailed upon to do so, till a shot carried away one of her legs and wounded the other. All our masts were so badly wounded that we could not set a sail, and were towed into port by the "Bedford." It is indeed a wonder from the number of shot holes in her sides, that we had not many more men killed."

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DAVISON'S NILE MEDAL

and "Audacious," anchored on the inside of the French ships, the "Vanguard" being the first British ship to take her station on the outside of the enemy's line. The French Admiral Brueys, fell early in the action, and about ten p.m. his ship "L'Orient," one hundred and twenty guns, blew up, but the action continued in an intermittent manner throughout the night. Next morning, two French ships of the line, and two frigates, cut their cables and escaped, the remainder of their fleet being destroyed, or in the possession of the victors. Mr. Alex. Davison, an old friend of Lord Nelson, after the battle of the Nile, was appointed sole prize agent. He resolved to present every officer and man engaged in the battle with a medal, and carried out his intention at a cost of nearly £2,000. Captains of ships received the medal in gold, lieutenants, and warrant officers in silver, petty officers in bronze gilt, and seamen and marines in bronze. This is the first instance of a medal given by a private individual being accepted and worn in the service. The medal, which is of large size, has on the obverse, a figure of Peace on a rock, with an olive branch in her right hand, and supporting with her left, a shield bearing a bust of Lord Nelson, with the words—"England's hope, and Britain's glory"; behind the figure is an anchor, and the sea in the background, above being the inscription—"Rear-Admiral Lord Nelson of the Nile." The reverse has a representation of the battle, the setting sun in the distance, above is the legend—"Almighty God has blessed his Majesty's Arms," and in the exergue—"Victory of the Nile, August 1st., 1798." Upon the edge of the medal is indented—"From Alexander Davison, Esq., St. James's Square, a tribute of regard." The medals were issued without names, but many of the recipients had their names, and the names of their ships engraved on them, at their own expense. To show how prized were these medals, many men had them carefully glazed, and mounted in gold or silver frames, and wore them round the neck with a blue ribbon.

Re-capture of the "Hermione" Frigate. October 25th, 1799.

The "Hermione" (thirty-two), commanded by Captain Hugh Pigot, in 1797, was cruising in the West Indies, near Porto Rico. By reason of the unbearable oppression and cruelty of the captain, on the night of September 22nd, the crew rose in mutiny, killed, or threw overboard their tyrant, and all his officers but three, and taking the ship into La Guayra, surrendered her to the Spaniards. Her new possessors re-fitted her, and sent her on a cruise against the British. In October, 1799, she was about to sail from Porto Cavallo, and the "Surprise" (twenty-eight), Captain E. Hamilton was despatched from Port Royal, by Sir H. Parker, to intercept her. On the 21st of October, the "Surprise" arrived off Porto Cavallo, and found the "Hermione" in the port, moored between two batteries, mounting nearly two hundred pieces of cannon. Captain Hamilton resolved to cut her out, and on the night of the 24th, with a hundred officers and men in his boats, started on his desperate expedition. After beating off the launch of the "Hermione," armed with a twenty-four pounder, and receiving a broadside from the frigate, he boarded her, and "a dreadful carnage took place." Driven from the forcastle and quarter deck, the Spaniards retreated between decks, and sustained the conflict, till both cables were cut, sail made on the ship, and the boats towing her rapidly out of the harbour; nor did they cry for quarter before all their ammunition was expended. The batteries opened on the ship without much effect, and after a bloody conflict of about an hour and a half, by two on the morning of October 25th, the "Hermione" was out of gunshot, and in the possession of her captors. She was ready for sea, mounting forty-four guns, with a crew of about three hundred and ninety men, one hundred and nineteen of whom were killed, and ninety-seven wounded in the action. The loss of the victors was one man killed, and twelve wounded, one of the

most severely hurt being the gallant Captain Hamilton. For this exploit, one of the most daring and successful ever undertaken by British seamen, Captain Hamilton, besides receiving the gold medal, was created a Knight by letters patent, a K.C.B., and ultimately made a Baronet.

Battle of Trafalgar.

October 21st, 1805.

British ships, "Victory," Vice-Admiral Lord Nelson, Capt. T. Hardy; "Royal Sovereign," Vice-Admiral Collingwood, Capt. Rotherham; "Britannia," Rear-Admiral Lord Northesk, Captain C. Bullen;* "Temeraire," E. Harvey; "Neptune," T. F. Fremantle; "Leviathan," H. Bayntun; "Conqueror," I. Pellew; "Agamemnon," E. Berry; "Africa," H. Digby; "Ajax," Lieutenant Pilfold; "Orion," E. Codrington; "Minotaur," C. J. Mansfield; "Spartiate," Sir F. Laforey; "Belleisle," W. Hargood; "Mars," G. Duff; "Bellerophon," J. Cooke; "Colossus," J. Morris; "Achille," R. King; "Dreadnought," J. Conn; "Polyphemus," R. Redmill; "Revenge," R. Moorsom; "Swiftsure," G. Rutherford; "Defiance," P. H. Durham; "Thunderer," Lieutenant Stockham; "Defence," G. Hope; "Tonnant," C. Tyler; "Prince," R. Grindall. Frigates, "Phœbe," B. Capel; "Sirius," W. Prowse; "Euryalus," Hon. H. Blackwood; "Naiad," T. Dundas. The "Entreprenante," cutter, L. Purver; and "Pickle" schooner, J. Lapenotiere. The com-

* The Trafalgar gold medal of Capt. Bullen of the "Britannia"; his Lieutenant's medal for the 1st of June, 1794, with Nelson's sailing orders for the "Victory," in his autograph, were sold in the Greg sale, May, 1887, for £70.

A sailor on board the "Britannia," in the battle had one of his legs shot away below the knee. To an officer, who ordered him to be carried to the cockpit, he observed: "'Tis but a shilling touch; had it been an inch or two higher I should have got eighteen pence a day for it," alluding to the scale of pensions allowed for wounds in proportion to their severity. As he was conveyed from the deck, he called to one of his messmates, "Bob, take a look for my leg and give me the silver buckle out of the shoe; I'll do as much for you another time, please God."

bined fleet numbered thirty-three ships of the line, eighteen French under Villeneuve, and fifteen Spanish under Gravina, besides five French frigates and two brigs. The British fleet attacked in two columns, Vice-Admiral Collingwood leading the lee, and Lord Nelson the weather division.* The action commenced about noon and ended at five p.m.; eighteen of the combined fleet being taken, and one burnt. Lord Nelson was wounded about a quarter past one, and died shortly after four p.m. Owing to the heavy gales which came on after the battle, but four of the prizes were carried into Gibraltar, the others being wrecked or destroyed. The junior officers, seamen and marines of the fleet which won this memorable battle, Nelson's last victory, received no medal, nor reward of any kind from the Government for their services, but Mr Boulton, of the Soho Works, near Birmingham, asked, and was granted, permission to present a medal at his own expense, to every seaman who had served on board the British fleet on the 21st of October. This medal was struck in silver for the captains, and in pewter for the junior officers and men.† Many of the latter

* The late General Sir S. B. Ellis, who was a lieutenant of marines on board the "Ajax," thus describes the scene between decks while bearing down to attack the enemy. "As we neared the French fleet I was sent below with orders, and was much struck with the preparations made by the blue-jackets, the majority of whom were stripped to the waist, a handkerchief was bound tightly round their heads and over their ears to deaden the noise of the cannon, many men being deaf for days after an action. All seemed deeply anxious to come to close quarters with the enemy." Just at this time Nelson's famous signal, "England expects every man will do his duty," was made, but it was not received according to popular accounts "with acclamation by the whole fleet." Lieut. Ellis was directed to acquaint the men on the main deck with the Admiral's signal. "When the men were mustered I delivered, with becoming dignity, the sentence, rather anticipating that the effect on the men would be to awe them by its grandeur. Jack, however, did not appreciate it, for there were murmurs from some, while others in an audible whisper muttered: 'Do our duty! of course we'll do our duty. I've always done mine, haven't you? Let's come alongside of 'em and we'll soon show whether we'll do our duty.' Still the men cheered vociferously, more, I believe, from love and admiration of their Admiral and leaders, than from a full appreciation of this well known signal."

† Some specimens were struck in bronze as proofs.

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FOULTON'S TRAFALGAR MEDAL.

on receiving the medal in pewter, returned it immediately, or threw it overboard in disgust. On the obverse is the bust of Lord Nelson, surrounded by the words—"Horatio Viscount Nelson, K.B., Duke of Bronte." On the reverse is a representation of the battle, with the legend—"England expects every man will do his duty," and in the exergue—"Trafalgar, October 21st, 1805." On the edge is inscribed—"To the Heroes of Trafalgar, from M. Boulton." Another medal was given to the seamen of the "Victory," Lord Nelson's flagship, also of pewter, or white metal. Obverse, bust of Lord Nelson within a laurel wreath, below, a shield of arms, with a garter inscribed—"Tria juncta in uno," and upon a scroll the motto—"Palmam qui meruit ferat," with a double legend—"Admiral Lord Nelson, D. of Bronte, natus Sept. 29th, 1758. Hoste devicto requievit, Oct. 21st, 1805." "England expects every man will do his duty." Reverse, a man-of-war, with furled sails. Above—"The Lord is a man of war, Exodus, c. 15, v. 3." Below—"Victory off Trafalgar,* over the combined fleets of France and Spain, Oct. 21st, 1805." Both these medals are sometimes found with a gold, silver, or gilt rim, with a loop for suspension, and sometimes glazed; they were worn with a blue ribbon.

Sir R. Strachan's Action off Ferrol.

November 4th, 1805.

Rear-Admiral Dumanoir, who had escaped from the battle of Trafalgar, with his own ship, the "Formidable" (eighty). the "Scipion," "Mont Blanc," and "Duguay Trouin," "seventy-fours," made sail for Rochefort. Commodore Sir R. Strachan was cruising near Cape Finisterre, with a

* This Medal is said to have been given to the crew of the "Victory" only, by Mr. A. Davison, Nelson's old friend, who gave the Medals for the Battle of the Nile, but no positive proof of the fact can be at present adduced.

squadron of five sail of the line and two frigates,* when Captain Baker in the "Phœnix" (thirty-six), who had been chased by the enemy, informed him of the proximity of the French. Sir Richard's ships were widely scattered, and he lay-to for a time to allow them to come up. Both his frigates were with him, and being joined by the "Phœnix" and "Revolutionnaire" (thirty-eight), Captain Hotham, he chased the enemy during the day and night of November 3rd. At daybreak on the 4th the frigates opened fire on the rearmost of the French ships, and compelled Dumanoir to form his ships in line of battle. About midday the British line, led by the "Cæsar," engaged the enemy, and after a sharp action the whole of the French ships were captured. Sir Richard carried his four prizes into Plymouth, and they were added to the British Navy. The "Formidable" was re-named the "Brave," and the "Duguay Trouin," the "Implacable," the two others retained their names, but of the four, two only ever went to sea again. For this success, Sir R. Strachan received the Order of the Bath, and a vase valued at 300 guineas from the Patriotic Fund. The Fund also presented the Captains of the seven ships engaged with swords of the value of 100 guineas each.

Battle of St. Domingo, February 5th, 1806.

In February, 1806, Vice-Admiral Sir John Duckworth, with the "Superb," Captain Keats; "Northumberland," Rear-Admiral A. Cochrane, Captain Morrison; "Spencer," Hon. R. Stopford; "Donegal," Captain Malcolm; "Atlas," Captain

* Sir Richard's squadron consisted of the "Cæsar," eighty, flagship; "Hero," seventy-four, Captain Hon. A. Gardner; "Namur," seventy-four, Captain Halsted; "Courageux," seventy-four, Captain R. Lee; "Bellona," seventy-four, Captain D. Pater. Frigates, "Santa Margaritta," thirty-six, Captain Rathbone; "Œolus," thirty-two, Captain Lord W. Fitzroy; the "Phœnix" and Revolutionnaire" joined just before the action commenced, but the "Bellona" had no share in it, having parted company with the rest of the squadron, and not rejoining for some time afterwards.

Pym ; "Agamemnon," Captain E. Berry ; "Canopus," Rear-Admiral Louis, Captain Austen ; the frigates "Acasta" and "Magicienne," and the sloops "Epervier" and "Kingfisher" were re-fitting in the West Indies, after a cruise, and preparing to return to Europe ; when he received intelligence that a French squadron was lying at St. Domingo. On the morning of February 6th he arrived off the place, and found at anchor in the roadstead, a French squadron commanded by Rear-Admiral Leissegues, comprising "L'Imperial," one hundred and thirty guns, flagship ; two ships of eighty-four guns, two of seventy-four guns, two frigates, and a corvette. On the approach of the British, they slipped their cables, and endeavoured to escape. All the British ships were seventy-fours, except the "Canopus," eighty, and the "Agamemnon," sixty-four guns. Duckworth at once made the signal for attack, and with a portrait of Nelson suspended from the mizen stay of the "Superb," the band playing "God save the King," and "Nelson of the Nile," bore down on the leading French ship "L'Alexandre" (eighty-four), and engaged her at close quarters. After a severe action of two hours, the flagship of the enemy, and an eighty-four, were driven ashore and burnt, three others were captured, and none escaped but the frigates and the corvette, which fled at the beginning of the engagement. The loss of the British was seventy-four men killed, and two hundred and sixty-four wounded. The killed and wounded of the French amounted to nearly fifteen hundred.

Capture of Curacao, January 1st., 1807.

Captain C. Brisbane in the "Arethusa," forty-four, with three other frigates—the "Anson," Captain C. Lydiard ; "Latona," Captain J. Wood ; and the "Fisgard," Captain W. Bolton, ; on New Year's Day, 1807, captured the strongly fortified Dutch settlement of Curacao, in the West Indies. The harbour of St. Anne, which was the point attacked, was defended by powerful batteries with two tiers of guns, and at the entrance

—not sixty fathoms in width—was fort Amsterdam, mounting sixty-six heavy guns. A thirty-six gun frigate, a corvette of twenty-two guns, and two schooners, were moored athwart the mouth of the harbour; on the heights behind were more batteries, and Fort Republic, a regular fortification of great strength, on a steep hill, commanded the town, and enfiladed the harbour. During the night of the last day of the year, Captain Brisbane arrived off the place, and at daybreak ran in close order into the harbour, and anchored; with the jib-boom of the "Arethusa" projecting over the walls of the fort in which the Dutch governor and many of his men lay sleeping off the potations they had swallowed in drinking the old year out and the new year in, the night preceding. The governor was summoned to surrender; five minutes being allowed him for deliberation. At the expiration of this period no answer being returned, the Dutch ships were boarded and carried, and immediately afterwards Fort Amsterdam, and the forts near the water, were stormed by a body of seamen and marines, led by Captain Brisbane in person, and Captain Lydiard. By seven in the morning the whole of the defences, except Fort Republic, were in the hands of the British, and the governor being taken prisoner, capitulated. Three hours later the British flag was flying over Fort Republic, and the whole island in the possession of the captors, with a loss of but three men killed and fourteen wounded. For this achievement Capt. Brisbane was Knighted, and presented with a Vase of the value of 200 guineas by the Committee of the Patriotic Fund. A sword of 100 guineas value was given to Captain Bolton, and Vases of the same value to Captains Lydiard and Wood.

The "Seahorse" and "Badere Zaffer," July the 6th, 1808.

England being at war with Turkey, the "Seahorse," thirty-eight, Captain J. Stewart, cruising in the Archipelago,

on the evening of July 5th., fell in with two Turkish frigates, the "Badere Zaffer," fifty-two guns, and another of twenty-six guns. The crew of the "Badere Zaffer" alone was nearly double that of the "Seahorse," and her armament was heavier, but Stewart engaged both ships, and after an action of about half an hour, the smaller Turkish frigate, much damaged, made sail away. Her consort fought in the most determined manner, and made several unsuccessful attempts to board the "Seahorse," who poured broadside after boardside into her opponent with most destructive effect. For more than three hours the contest raged, from nine p.m. till past midnight, when the ships separated, the Turk with all her topmasts shot away, and her fire silenced. At dawn, the "Seahorse," bore down to renew the engagement, and the Turkish captain, though ready to fight again, was compelled by his crew to surrender; his ship being so shattered that she was with difficulty kept afloat.* The British loss was five men killed and ten wounded; the loss of the enemy, one hundred and seventy killed and about two hundred wounded,

* What followed after the "Badere Zaffer" had struck her colours will be best told in the words of an officer present. "The little Arab who commanded the Turkish ship, on being brought aboard and asked for his sword, had no idea of surrendering it; indeed he had, immediately after his colours were struck, dressed himself entirely in white, meant perhaps as a kind of flag of truce. Having obtained permission to return to his ship, and being in the confusion of the moment unguarded, he got one of the fighting lanterns, which were still alight, and had reached the magazine passage then not secured, and over ankle deep in gunpowder, when just as he was in the act of taking the candle from the lantern the schoolmaster, who had come aboard the prize from curiosity, and happened to be providentially on the lower deck, immediately on seeing the danger knocked down the Arab, dowsed his glim, and saved us from the inevitable destruction of one, if not of both, frigates. He was removed on board the "Seahorse," and as he spoke Italian fluently, Capt. Stewart rebuked him severely in that language for his breach of the laws of honour and war, to which he listened with unmoved patience. When the speaker ceased, the little tiger bent forward his head, and pointing to his neck, said, 'Take it, it is yours, don't hesitate, for had the fortune of war been mine I would have had your head off two hours ago. I only did my duty in attempting to blow up my ship, and I curse my own stupidity for not succeeding.' His officers declared that during the action he had put 17 of his own men to death with his own hand in attempting to keep them at their quarters."

many mortally, showing the difference in the handling and gunnery of the two ships. Captain Stewart took his shattered prize into Malta, and being unsuitable for the British Navy, she was sold to some merchants.

The "Amethyst" and "Thetis," November 10th., 1808.

This action was fought near L'Orient, between the Amethyst," thirty-eight, Captain M. Seymour, and the French frigate "La Thetis," of about equal force, but superior in the number of her crew, and having besides a body of one hundred soldiers on board. The engagement began about nine at night, and soon after eleven the "Thetis" made a desperate but unsuccessful attempt to board the "Amethyst." After great slaughter, the French frigate was boarded and taken, being much shattered and entirely dismasted. The captain of the "Thetis," and one hundred and thirty-four of her men were killed, and one hundred and two wounded, including all her officers except three. The "Amethyst" suffered severely, Lieutenant Kendal, of the Marines, and eighteen men being killed, and fifty-one wounded. Her mizen mast was shot away, her other masts much injured, and she had three and a half feet water in her hold. Just as the action ended, the "Triumph," seventy-four, Captain T. M. Hardy, and the "Shannon," Captain Broke, came up, and the latter ship, taking the prize in tow, brought her into Plymouth. For this action Captain Seymour received the honour of knighthood, and a sword valued at one hundred guineas from the Patriotic Fund. In the following year he was created a Baronet.

The "Bonne Citoyenne" and "Furieuse." July 6th, 1809.

Captain W. Mounsey, commanding the "Bonne Citoyenne," eighteen gun corvette, sailed from Spithead for Quebec, with the "Inflexible," sixty-four, in charge of a

convoy, from which he parted company in a chase. On August 5th, he fell in with a large French frigate boarding an English merchant ship, which on the approach of the "Bonne Citoyenne," made off with a press of sail. After a chase of eighteen hours, at half-past nine the next morning, Captain Mounsey came up with the enemy, and engaged her within pistol shot. The action lasted till past four p.m., when, having nearly expended all his powder, Captain Mounsey determined to board his opponent with all hands, but at the instant of laying her aboard, the enemy called out that they surrendered, and struck their colours. The prize was called "La Furieuse," pierced for forty-eight guns, but having only twenty mounted, twelve of them being forty-two pounder carronades. Her top-masts and nearly all her yards were shot away, and she had five feet of water in her hold when taken. The "Bonne Citoyenne" had also lost all her topmasts, and her rigging and sails were cut to pieces, but only one of her crew was killed, and five wounded. On board "La Furieuse" thirty-five men were killed, and thirty-six wounded, among the latter being her captain and two lieutenants. The "Bonne Citoyenne" took her prize in tow and proceeded to Halifax. For this service, Captain Mounsey, besides receiving the gold medal, was promoted to the rank of Post Captain.

Capture of the Island of Banda Neira.

August 9th, 1810.

Captain C. Cole, with the "Caroline," thirty-six, "Piedmontaise," thirty-eight, Captain Foote and the "Barracouta," eighteen, Captain Kenah, having on board about one hundred men of the Madras European Regiment, in May, 1810, sailed from Madras with supplies for Amboyna, recently captured by the British. On his arrival at Penang, Captain Cole determined to attempt the reduction of the

strongly fortified island of Banda Neira, the seat of the Dutch Government in the Moluccas, and considered to be impregnable. After an intricate and dangerous navigation of almost unknown seas, on the 8th of August he brought to in sight of the Island, and was fired upon by a battery on an outlying islet, which destroyed all hope of taking the place by surprise. About eleven at night, nearly four hundred officers and men under the command of Captain Cole, pushed off in the boats for Banda, but owing to the darkness of the night and violent squalls of wind and rain, at two in the morning he found himself at the appointed landing place with less than two hundred men. The violence of the storm covered his landing within a hundred yards of a battery of ten guns, which was entered from the rear and carried by Capt. Kenah, without firing a shot. Leaving a small guard at the captured battery, Cole pushed on towards Fort Belgica, the citadel, which commanded almost the whole of the island, placed his ladders against the outer walls, carried them, and hauling up the ladders, placed them against the inner wall, but found they were too short. The enemy opened fire from the ramparts, but the gate being then opened to admit the Dutch Commandant, a rush was made for the gateway; the Commandant who refused quarter, fell, with several of his men, and the British colours were hoisted over the place. At day-break Capt. Kenah was sent to the governor with a flag of truce, demanding the immediate surrender of the island. The British frigates were entering the harbour, and on a second summons, with a threat of reducing the town to ashes, and a shot fired from Belgica into the sea batteries, the island and its dependencies were unconditionally surrendered, and fifteen hundred regular troops and militia laid down their arms. In this brilliant and most successful exploit the victors did not lose a single man, and but few were wounded. The island of Banda is about two and a half miles long, and half a mile in breadth. Besides the forts of Belgica and Nassau, it was defended by ten batteries, mounting altogether one hundred

and thirty-eight guns.* The Dutch looked on the place as impregnable, and by its capture a large amount of treasure fell into the hands of the British.

Action off Lissa, March 13th, 1811.

In 1811, Captain W. Hoste in the "Amphion," thirty-two, having under his command the "Active," thirty-eight, Capt. J. A. Gordon; "Cerberus," thirty-two, Captain H. Whitby; and the "Volage," twenty-two, Capt. P. Hornby, was cruising in the Adriatic. On March 13, off the Island of Lissa, he met with a French squadron of four French and Venetian frigates of forty guns each, two of thirty-two guns, a corvette of sixteen guns, and four smaller vessels, more than double his force. Hoste formed his line of battle, and with the signal, "Remember Nelson," at his masthead, awaited the attack of the enemy, who bore down in two divisions and attempted to break his line. They were received by so well directed a fire that their leading ship "La Favourite" became unmanageable, and in endeavouring to wear, ran on the rocks. Part of the French squadron then engaged the British to leeward, while their other ships continued the action to windward, thus placing Hoste between two fires, a French frigate taking her station on the lee quarter, and a Venetian frigate

* As a token of the high estimation in which the gallant Captain Cole was held by his brethren in arms, a few days after the capture of Banda, Captains Foote and Kenah requested his acceptance of a silver cup; the officers of the three ships under his command presented him with a sword of the value of 100 guineas, and the officers of the Madras European Regiment with another sword of the same value. Two years afterwards, when the "Caroline" was paid off and all connection between the seamen and their late commander had ceased, Captain Cole was gratified by the receipt of the following epistle from his old crew, which was certainly a compliment of the highest and most gratifying description.—"We, the crew of H. M. S. "Caroline," wish to give you our most gracious thanks for the care and favour you have shown to this ship's company, by making you a present of a sword amounting to 100 guineas for your noble and brave conduct when you led us to the storm of Banda, and likewise the zealous bravery in landing our troops at Batavia; and by excepting of this present you will gratify the wishes of your most obedient ship's company.—The 'Carolines.'"

on the weather quarter of the "Amphion." After a severe contest both were compelled to strike. The remainder of the enemy then bore off, the "Amphion" was too crippled to pursue, but the "Active" and "Cerberus" chased and captured the Venetian frigate "Corona" of forty-four guns. Another French frigate, which had struck her colours and surrendered, taking advantage of the disabled state of the "Amphion" stole off, and with the smaller vessels escaped. The French Commodore Dubourdieu was slain in the action, and his ship being on the rocks was set on fire by her crew and destroyed. The loss of the British was fifty men killed and one hundred and fifty wounded. The loss of the French was much greater.

The "Victorious" and "Rivoli."

February 22nd, 1812.

Admiral Sir E. Pellew, commanding the British fleet in the Mediterranean, being informed that the "Rivoli," a French seventy-four gun ship had sailed from Venice, despatched the "Victorious," seventy four, Captain J. Talbot, with the eighteen-gun brig "Weasel," Commander Andrew, in search of her. On the afternoon of February 21st Captain Talbot discovered the "Rivoli" with three or four smaller vessels, and at once made chase. Before daybreak the next morning the "Weasel" came up with some French brigs and engaged two of them. After a sharp action, one of them, "Le Mercure," eighteen, blew up, and her comrades fled. In the meanwhile the "Victorious," about 4·30 a.m., had brought the "Rivoli" to action within half pistol-shot, and the conflict lasted till about nine a.m., when the French ship much shattered, her mizen mast shot away, and four hundred of her crew being killed and wounded, struck her colours. The loss of the "Victorious" was twenty-seven killed and ninety-nine wounded, including her Captain. The "Weasel" had not a man hurt, though at the close of the engagement

she took a position across the bows of the "Rivoli" and raked her with two or three broadsides. For this action Captain Talbot was made a Knight of the Bath, and Commander Andrew post captain. The "Rivoli," under the same name, was added to the British Navy.

THE "SHANNON" AND "CHESAPEAKE."

JUNE 1ST, 1813.

IN the year 1813, the "Shannon" thirty-eight, Captain P. V. Broke, had for some time been watching the American frigate "Chesapeake," of the same force in guns, but superior in the number of her crew, lying ready for sea, in Boston Harbour. The British Captain had sent a challenge to Captain Lawrence of the "Chesapeake" to come out and try the fortune of war, ship to ship; and about 1 p.m. on the 1st of June, the American frigate weighed anchor, and stood out of Boston Roads to meet the "Shannon." At fifty minutes past four the action commenced, the ships being not more than a stone's throw asunder, Boston lighthouse bearing west at about six leagues distance. After the exchange of a few broadsides, by which the "Chesapeake" suffered considerably her tiller ropes being shot away, and her wheel broken, she fell aboard the "Shannon," whose anchor became hooked in the mizen chains of her opponent. A sharp fire of musketry followed, when Captain Broke observing the enemy to flinch from their guns, at the head of his boarders, sprang on the quarter-deck of the "Chesapeake," exclaiming "Follow me who can," and with slight resistance drove most of her crew below. The Americans kept up a heavy fire from their tops, till the men stationed in them were killed or driven on deck; and made a determined but fruitless attempt to rally, but in about fifteen minutes from the beginning of the action, all hostilities ceased, and the "Chesapeake" was the prize of the "Shannon." The loss of the victors was First Lieutenant Watt, two other Officers, and twenty-three men killed, and

Captain Broke, and fifty-eight men wounded, out of a crew of three hundred and thirty men. The "Chesapeake" out of a crew of at least three hundred and eighty-six men, had her Captain, First and Fourth Lieutenants, Master, Lieutenant of Marines, three Midshipmen, and fifty-three men killed or mortally wounded, and nearly ninety Officers (including her second and third Lieutenants) and men wounded. Captain Broke being severely wounded; Lieut. Provo W. Wallis*, assumed the command, and with the two frigates sailed for Halifax, arriving there June 6th. The gallant Captain Lawrence had died two days before, on board the "Chesapeake," and was buried by his opponent at Halifax with all the honours of war †. Shortly afterwards on his return to England, Captain Broke was created a baronet, and by the Corporation of London was voted the freedom of the city, and presented with a sword of the value of 100 guineas.

The "Hebrus" and "L'Etoile,"

March 27th, 1814.

In January, 1814, the French frigates "L'Etoile" and "La Sultane" being on a cruise near the Cape Verde Islands, met with the British frigates 'Astræa" and "Creole," with which they fought a severe but drawn action. The French made sail away, and their opponents were too much disabled in their rigging to follow. On March 26th as they were nearing their own shores, they fell in with the British ships "Hannibal," seventy-four, Captain Sir M. Seymour; "Hebrus," thirty-eight, Captain E. Palmer; and the "Sparrow," sixteen-gun brig, Captain Lock. The British

* Afterwards Admiral of the Fleet Sir Provo W. P. Wallis, G.C.B., who died February 13th, 1892, in the 101st year of his age, the last survivor of the engagement between the "Shannon" and "Chesapeake."

† At the request of the American Government, the body of Captain Lawrence was exhumed shortly afterwards and taken to Boston, where it was re-interred with great solemnity.

immediately chased, and the "Hannibal" coming up with the "La Sultane" she surrendered. After a chase of one hundred and twenty miles on the morning of the 27th, the "Hebrus" brought "L'Etoile" to action near Cape La Hogue, and to prevent her escape passed between her and the shore, within musket shot of the land. The engagement lasted two hours and a quarter, when "L'Etoile," her mizen mast shot away, her hull much shattered, and four feet of water in her hold, struck her colours. Of her crew of three hundred and twenty men, forty were killed and over seventy wounded, many of whom died the next day. The "Hebrus" lost her fore topmast and fore yard, and all her masts were shot through, but her killed and wounded together were less than forty. The action was fought within range of a battery on shore, which, on the surrender of "L'Etoile" opened a heavy fire on her and her conqueror. Captain Palmer brought his prize into Plymouth Sound on March 29th, and declined the honour of knighthood which was offered him as a reward for his services.

The "Endymion" and "President,"

January 15th, 1815.

The "Endymion," frigate, rated at forty guns, but carrying forty-eight, Captain H. Hope, at the beginning of the year 1815, formed part of a squadron which was watching the port of New York, where an American squadron was lying ready for sea. On January 14th, the American fifty gun frigate "President," Commodore Decatur, taking advantage of a storm which blew the blockading ships off the coast, came out and set sail for the West Indies. The next morning he was observed by the British, who gave chase, and the "Endymion," being the fastest sailer of the squadron, after a pursuit of twelve hours brought the "President" to action. An engagement lasting two hours

and a half followed, when the "Endymion," much damaged in her sails and rigging, dropped astern to repair damages, and the American with her hull pierced and shattered, continued her flight. Just as the "Endymion," who had bent new sails and repaired her rigging, had come up again, and was about to renew the action, the "Pomona" frigate, Captain Lumley, arrived within gunshot, and firing a broadside or two at the "President" she at once surrendered. Her masts and rigging were much injured, several of her guns disabled, and she had six feet of water in her hold when Captain Hope took possession of her. Nearly one hundred of her crew were killed and wounded; the loss of the "Endymion" was eleven killed and fourteen wounded.*

This ends the account of naval actions for which gold medals were granted. At the end of the war with France in 1815, it was decided that the issue of gold medals to officers of the Navy should cease, and that such officers should in the future be rewarded for their services by the Order of the Bath.

* The following curious details are given by the late General Sir S. B. Ellis, then lieutenant of the marines of the "Pomona" which boarded the prize—"The sight on the deck of the American frigate was strange indeed, guns were there named by familiar titles; there was the *Nelson*, and the *Nile*, the *Trafalgar*, and others, just as if Englishmen were her crew. On the "President" surrendering, fifty Englishmen threw themselves overboard, seeking death to avoid a more ignominious one, which the violated laws and feelings of England would justly have inflicted." It is now satisfactory to relate, that owing to the speedy conclusion of peace, these deserters escaped without punishment. Owing to the tyranny practised by some officers on shipboard, the drafting of men on their arrival home after years of foreign service into other ships, and sending them back again to a coast which perhaps they had just left, not permitting them to land on their native shore for an hour, (men having been known to have served ten years without once going on shore); the seamen were disgusted with the Naval service of their country, deserted in hundreds, and induced by better wages and treatment, enrolled themselves under the flag of America. When the British frigate "Macedonian" was captured in 1812 by the American frigate "United States," Commodore Decatur asserted that he had scarcely a seaman in his ship who had not served from five to twelve years in the British Navy. Two of his guns were named "Nelson" and "Victory," and were served by seamen who had sailed with the British Admiral.

Earl St. Vincent's Medal, 1800.

Admiral Earl St. Vincent in the year 1800, presented the petty officers, seamen, and marines of his flag ship the "Ville de Paris," with a silver medal as a reward for their loyalty and good conduct. On the obverse is the bust of the Earl in uniform, surrounded by a laurel wreath, and the words: "*Earl St. Vincent's testimony of approbation, 1800.*" On the reverse, a sailor and marine shaking hands, in the back ground are the crosses of the Union Jack, the whole encircled by a wreath, with the legend: "*Loyal and True,*" surmounted by a crown. This medal is often found in a rim or frame, with a loop for suspension.

The Wooldridge Gold Medal, 1809.

A French fleet of eleven sail, being blockaded by a British fleet under Lord Gambier, in Aix Roads, an attempt was made to destroy the enemy's fleet by fire ships, under the direction of Captain Lord Cochrane. The fire ships were manned by volunteers from the fleet. On the night of April 11th, 1809, Commander Wooldridge in the "Mediator," led the attack, and broke the boom placed in front of the French ships, but through his eagerness to execute his desperate undertaking in the most thorough manner, was blown out of his ship and terribly scorched. At daylight, seven of the French fleet were seen to be on shore, and of these, four were set on fire and destroyed. For this eminent service Commander Wooldridge was made a Post Captain, and presented with a special gold medal and chain from the King. The Patriotic Fund gave him a sword valued at 100 guineas, and to his Lieutenant, Clements, a sword of the value of 50 guineas. On the obverse of this medal is represented a fire ship breaking a boom, behind which are ships. Underneath is the date, "11th April, MDCCCIX." On the reverse is

inscribed : "*Captain James Wooldridge led the British fire ships when four French sail of the line were burnt under their own batteries in Aix Roads.*" The medal is surrounded by a cable border.

The Bagur and Palamos Medal, 1810.

This medal was given by the Spanish Government to the Officers, seamen, and marines of H. M. Ship "Kent," seventy-four, Captain Rogers ; "Ajax," seventy-four ; Captain R. W. Otway, and "Cambrian," forty, Captain F. W. Fane, as a reward for the assistance they rendered the Spaniards in their attempt to expel the French from Catalonia, in September, 1810. At Bagur, the Spaniards with the help of the British Marines, defeated a French detachment and destroyed a battery, and in the attack on Palamos, by the co-operation of the ships, the French were again defeated and the place taken. Eight of the medals were struck in gold for the superior Officers, the others in silver. On the obverse are two shields, bearing the arms of Great Britain and Spain, surrounded by their National flags, below are the words : "Alianza Eterna," the whole surrounded by a laurel wreath. On the reverse is the inscription : "Bagur, 10 de Setiembre, Palamos, 14 de Setiembre, 1810," surrounded by the words : "Gratitud de España a la Intrepidez Britanica." Worn by a red ribbon with yellow edges.

The Turkish Medal for Acre, 1840.

Mehemet Ali, Pasha of Egypt, in 1839, was engaged in a war with his titular sovereign, the Sultan of Turkey, with the object of rendering himself entirely independent of his authority. He had defeated the Turkish armies sent against him, and obtained possession of Syria ; refusing offers of peace which made the Viceroyalty of

Egypt hereditary in his family, and secured the government of the greater part of Syria to him for life. To prevent the complete overthrow of the Sultan, England, Austria, Russia, and Prussia, in July, 1840, concluded a treaty with Turkey, to compel Mehemet Ali to accept the terms ot peace he had rejected in the preceding year. Orders were sent to Admiral Sir Robert Stopford, commander in the the Mediterranean to despatch a squadron to Beyrout, for the protection of the inhabitants of the surrounding district who had rebelled against Mehemet Ali. Commodore Charles Napier, with the "Powerful," "Ganges," and "Thunderer," of eighty-four guns each, "Edinburgh," seventy-two, "Castor," thirty-six, and a steam vessel, arrived before the place in August, and gave notice to the Egyptian Generals that the district was under his protection, and that on the expiration of twenty days Syria was to be restored to the government of the Sultan. These representations producing no effect, a squadron of British ships blockaded the Egyptian fleet in the harbour of Alexandria, and the remainder of the fleet under Sir R. Stopford presently bombarded Beyrout, and drove the Egyptians out of the place. In the meantime, Commodore Napier, who had gained considerable military knowledge in the wars in Portugal, during the illness of Sir C. Smith, the British officer intended to command the land forces, went on shore, assumed the direction of a body of British Artillery and Marines, Austrians and Turks, amounting to about seven thousand men, and established a fortified camp at D'Jounie, in the mountains of Lebanon. Ibrahim Pasha, son of Mehemet Ali, the commander-in-chief, and best general of the Egyptians, lay not far off with twenty thousand men, and Napier daily expected to be attacked, but the enemy occupied themselves in fortifying their own position. During the month of September the fleet with little loss had taken possession of most of the towns on the coast of Syria, in the name of the Sultan, and on the 24th bombarded and captured Tyre. On the 27th of the same month, Commodore

Napier, who three days before with his Turks, a battalion of Marines, and an Austrian rocket brigade, had routed a much superior Egyptian force, attacked the important town of Sidon by land and sea. The place was strongly fortified by two castles, garrisoned by about three thousand men. The Governor refusing to surrender, early in the morning the "Thunderer," eighty-four, the ten-gun sloop "Wasp," with four steamers, the "Cyclops," "Gorgon," "Stromboli," and "Hydra," the Austrian frigate "Guerriéra," and the Turkish corvette "Gulsefide," opened fire on the place, and speedily drove the enemy from their guns. A mixed force of British Marines, Turks and Austrians was then landed, commanded by Commodore Napier, Captains Mansel and Austen, who carried the castles by storm, capturing over two thousand prisoners, and a vast quantity of warlike stores of every kind. Napier remained on shore in command of the Turkish troops and some British Marines, and on October 10th, again encountered and completely defeated the Egyptian army under Ibrahim himself, on the heights of Boharsef, near Beyrout, taking from him several hundred prisoners, and a great part of his *materiel*. The Egyptians then withdrew from the north of Syria, and concentrated their forces at Acre, a fortress which they thought to be impregnable, it having taken Ibrahim at the head of forty thousand men, a siege of ten months to reduce it, a few years before; and in the meanwhile the fortifications had been considerably strengthened. On the evening of November 2nd, the fleet, consisting of seven line-of-battle ships, the "Princess Charlotte," "Powerful," "Benbow," "Revenge," "Thunderer," "Bellerophon," and "Edinburgh"; the "Castor," "Pique," "Carysfort," and "Talbot" frigates; the "Vesuvius," "Gorgon," "Stromboli," and "Phœnix" steamers, and two sloops, with the flag-ship of Captain Walker, commander-in-chief of the Sultan's navy, and the two Austrian frigates, "Meda" and "Guerriéra," appeared before the place, and found the defences armed with two hundred

guns, manned with upwards of five thousand men. During the night, the shoals in the south and west of Acre were surveyed and buoyed by Captains Codrington and Boxer, and the next morning the ships having taken their appointed stations, at about two p.m. the engagement began. For nearly two hours the Egyptians replied vigorously, but about four o'clock, a shell from one of the steamers exploded their principal powder magazine, which demolished a large portion of the town, and destroyed most of two regiments under arms to repel any attempt made to storm the walls. This explosion and its effects quite disheartened the enemy, their fire gradually slackened, and just before nightfall ceased altogether. At daybreak the next morning, some deserters came off to the ships, with the news that the garrison was evacuating the town, which was shortly afterwards taken possession of by the victors, in the Sultan's name. The defences were not materially injured, but the loss of the garrison had been heavy, and three thousand prisoners and a vast quantity of military stores were captured. The damage sustained by the ships was principally in their rigging, and the number of killed and wounded in the combined fleet did not exceed sixty. The moral effect of the fall of Acre on the Egyptians was enormous, and it virtually ended the war.* Some fighting took place between

* The ships employed in the operations on the coast of Syria in 1840—41, were the "Princess Charlotte," one hundred and four, Admiral Hon. Sir R. Stopford, Captain A. Fanshawe; "Powerful," eighty-four, Commodore, C. Napier; "Bellerophon," eighty-four, C. J. Austin; "Revenge," seventy-four, Hon. W. Waldegrave; "Ganges," eighty-four, B. Reynolds; "Thunderer," eighty-four, T. Berkeley; "Edinburgh," seventy-six, W. Henderson: Hastings," seventy-four, J. Lawrence; "Benbow," seventy-four, H. Steward; "Rodney," eighty-four, R. Maunsell. "Asia," eighty-four, W. Fisher; "Vanguard," seventy-four, Sir R. Dunn; "Implacable," seventy-four, E. Hervey; "Cambridge," E. Barnard; "Castor," E. Collier; "Pique," E. Boxer; "Carysfort," H. Martin; "Dido," L. Davies: "Talbot," H. J. Codrington; "Daphne," J. Dalling; "Magicienne," F. Mitchell; "Gorgon," W. Henderson; "Cyclops," H. T. Austin; "Wasp,"; G. Mansell; "Vesuvius," T. Henderson; "Stromboli," W. J. Williams "Hydra," R. Robinson; "Phœnix," R. Stopford; "Hazard," Hon. G. Elliott; "Zebra," J. Stopford; "Hecate," J. Ward; "Medea," T. Warden.

the Egyptian and Turkish armies, but after much diplomacy on the part of Turkey and the Allied powers, Syria was restored to the Sultan, the Government of Egypt made hereditary in the family of Mehemet Ali, and peace restored in February, 1841. As a reward to the British Officers and

men engaged in the war in Syria, the Sultan of Turkey (Abdul-Mejid) issued a small medal about the size of a florin, in gold to those ranking with Field Officers, in silver to Quarter-deck and Warrant Officers, and in copper to Petty Officers, seamen, and marines. On the obverse is a fortress, with the Turkish flag flying, above are six stars, and below, an Arabic inscription, signifying: "The country of Syria and the fortress of Acre, 1256." On the reverse is the Sultan's cypher, surrounded by a laurel wreath. Ribbon red with white edges.

The Naval General Service Medal, 1793–1840.

The long and brilliant services of the British Navy from 1793 to 1815, remained unrecognised by the issue of any general decoration till the year 1847, by which time, a large proportion of the gallant veterans who had fought and bled for their country, had disappeared undecorated from the scene of their former exploits. In a debate in the House of Lords on July 21st, 1845, on a petition from the survivors of the army which had served during the War in the Peninsula, for some decoration in recognition of their services ; the Duke of Wellington speaking on the claims of the army for a medal, said—"When you recollect these services, (of the army) I beg of you also not to forget the fleet. Did anyone ever hear of a general Medal given to every individual in the fleet. Yet, my lords, we have had great Naval victories. We are well acquainted with such—as the battle of the First of June, the Battle of Cape St. Vincent, and the Battle of the Nile. But did anyone ever hear of a general medal worn by every individual engaged in those services ? Surely, if the Army of the Peninsula is to have this decoration or an address voted by your lordships, it will be impossible that you should not notice also these other services." The petition was ordered to lie on the table, but the outcome of the debate was the grant of the Military and Naval General Service Medals in 1847. The following General Order was issued by the Admiralty, June 1st, 1847.

"Her Majesty having been graciously pleased to command that a Medal should be struck to record the services of her Fleets and Armies during the Wars commencing in 1793 and ending in 1815, and that one should be conferred on every Officer, non-commisioned officer, petty officer, soldier, and seaman, who was present in any action, naval or military, to commemorate which Medals have been struck by command of Her Majesty's Royal Predecessors, and dis-

tributed to superior Officers according to the rules of the service at that time in force.

All officers, petty officers and seamen who consider that they are entitled to receive this mark of their Sovereign's gracious recollection of their services, and of her desire to record the same, are to send in writing the statement of their claims, addressed to the Secretary of the Admiralty, Whitehall, London, specifying for what action, and for what period of time the claim is preferred; and the names of the persons or the titles of the documents by which it can be established.

The names of all those who may apply for the Naval Medal will be classed alphabetically, and to each name will be appended the actions at which the claimant may have been present, proof of which must be given to the entire satisfaction of the Board.

By command of the Lords Commissioners of the Admiralty."

The medal was ready for distribution in January, 1849, and the books were finally closed on the 30th of April, the same year. The distribution of the medal, however, was afterwards extended for naval services to the year 1840. The medal has on the obverse, the head of the Queen, crowned, with the legend "Victoria Regina," and the date 1848, below. On the reverse, Britannia seated on a sea-horse, a trident in her right hand, and an olive branch in the left. Ribbon white, with dark blue edges. The recipient's name is indented on the edge of the medal.

More than two hundred clasps were issued with this medal, six being the greatest number worn with any specimen. The clasps bear the names of the actions, places, or ships, in which the recipients were engaged. Clasps were issued for boat actions, and bear the words "Boat Service" and the date.*

* The proved claims for this medal amounted to 20,900.

IV. OF
LIFORNIA

NAVAL GENERAL SERVICE MEDAL

UNIV. OF
CALIFORNIA

LIST OF THE SHIPS AND ACTIONS FOR WHICH MEDALS HAVE BEEN AWARDED

To the Officers, Seamen, and Marines, (and Soldiers who served as Marines) surviving at the date of the Gazette Notice of June 1st, 1847.

The "Nymphe" and "Cleopatra."
June 18th, 1793.

On June 17th, 1793, the "Nymphe," thirty-six guns, Capt. E. Pellew, sailed from Falmouth on a cruise. At daybreak next morning, off the Start Point, a French frigate was discovered, to which the "Nymphe" gave chase. At six o'clock the ships were so near together that the captains mutually hailed. The crew of the "Nymphe" shouted "Long live King George" and gave three hearty cheers, to which the enemy replied by shouting "Vive la Republique," and nailing the red cap of liberty to their main topmast head. At a quarter past six the action commenced, the two frigates running before the wind. About seven o'clock the mizen-mast of the French frigate fell, and directly afterwards her wheel was shot away, and she fell aboard the "Nymphe." Pellew at once gave orders to board, part of his men rushed on the forecastle of the enemy, and another division boarding through the main deck ports, fought their way along the gangways to the quarter deck. Though much superior in number, the republicans could not resist the attack. At ten minutes past seven they were all driven below, or had submitted, and their colours were hauled down. The prize was the "Cleopatra," forty guns and three hundred and twenty men, of whom sixty-three, including her Captain, were killed or wounded in the action. The loss of the victors out of a crew of two hundred and forty men and boys, was twenty three killed and twenty seven wounded. On June 21st the "Nymphe" arrived with her prize at Portmouth, where the body of the gallant Captain Mullon,

of the "Cleopatra," was buried with military honours, his surviving officers attending him to the grave. For his distinguished conduct, Captain E. Pellew received the honour of Knighthood, and his brother Commander Israel Pellew, who served as a volunteer on board the "Nymphe," was promoted to the rank of post-captain. The "Cleopatra," being a fine frigate was purchased by the British Government, and named the "Oiseau," there being already a "Cleopatra" in the Navy.

The "Crescent" and "Réunion."
October 20th, 1793.

During the month of October, 1793, two French frigates stationed at Cherbourg committed serious havoc among British merchant ships in the Channel. One of these ships usually left Cherbourg in the evening, stood across the Channel in the night, and returned the next morning with any prizes she had been able to pick up. To put an end to these depredations, the "Crescent," thirty-six, Captain J. Saumarez, sailed from Spithead, and at daybreak on the morning of Ocrober 20th, fell in with the French frigate "Réunion," thirty-six, off Cape Barfleur. A close action followed, in which the "Crescent" lost her foretop-sail-yard, and soon after her fore-topmast, but the "Réunion" had her fore-yard and mizzen-topmast shot away, and thus disabled was severely raked by her opponent. After a brave resistance of more than two hours, the French frigate being almost defenceless,) and another British frigate, the "Circe," twenty-eight, Captain J. Yorke, fast approaching the scene of action,) struck her colours and surrendered. The "Réunion," out of a crew of three hundred men, had over eighty killed and wounded; the "Crescent" did not lose a man. As a reward for his services Captain Saumarez received the honour of knighthood, and by the merchants of London was presented with a handsome piece of plate. The "Réunion" was purchased by the Government, and added to the British navy under the same name.

The "Zebra" at Martinique,
March 17th, 1794.

In the month of February, 1794, a combined Naval and Military expedition, under Vice-Admiral Sir J. Jervis, and Lieut.-General Sir Charles Grey, sailed from Bridgetown, Barbadoes, to reduce the island of Martinique, then in possession of the French. The troops were landed at three different points, and by a series of combined operations, on the 16th March, the whole island with the exception of the strong forts of Bourbon and Fort Royal, was in the possession of the British. An attack by land and sea on Fort Royal was planned, the "Asia" sixty-four, and the "Zebra" sloop, sixteen, Captain R. Faulknor, being ordered to stand in and open fire on the fort, to cover the advance of the flat boats and pinnaces, carrying one thousand two hundred men to storm the place. Through the treachery or incapacity of the French pilot, the "Asia" was unable to reach her allotted station, but Captain Faulknor disregarding the showers of grape shot that were poured into him, ran the "Zebra" close under the wall of the fort, and leaping overboard at the head of his crew, joined the men in the boats in carrying the place by storm. Having gained the outer wall, the assailants found themselves on the covered way between the outer and inner gates, and a terrible discharge of musketry from a whole French regiment, thinned their ranks. Faulknor instantly charged the enemy, and forcing his way through the gates, gained the top of the citadel, struck the French colours and hoisted the English. The French laid down their arms, and the fort and a French frigate in the roadstead being taken possession of, Captain Faulknor returned to his ship, taking with him as prisoners between one and two hundred of the regiment that surrendered at his assault. The frigate was at once taken into the service, and on the quarter deck of the flagship, Sir John Jervis presented Captain Faulknor with his commission as Post-Captain to command her, at the

same time changing her name from the "Bienvenue" to the "Undaunted," in compliment to the victor.*

"Carysfort" and Castor,"

May 29th, 1794.

On May 29th, 1794, the "Carysfort," twenty-eight, Captain Francis Laforey, being on a cruise in the North Atlantic, met with the French (late British) frigate "Castor," thirty-two, which had been captured by a French squadron under M. Nielly, little more than a week previously. The "Castor" had in tow a Dutch Merchant brig, which on the approach of the "Carysfort" she cast off. After an action of an hour and a quarter, the "Castor" having her main topgallant mast shot away, struck her colours, with a loss of sixteen officers and men killed, and nine wounded. The "Carysfort" was but slightly damaged in either hull or rigging, and had one man killed, and four wounded. On board the prize was found, a master, mate, and nineteen seamen of her original crew, the remainder, with her Captain (T. Troubridge) having been removed into a French ship. The "Castor" was restored to her former place in the British Navy.

Lord Howe's Victory, June 1st, 1794.

(See page 32.)

The "Romney" and "Sybille,"

June 17th, 1794.

The "Romney," fifty, Captain Hon. W. Paget, having under his charge a convoy bound from Naples to Smyrna, was passing between the islands of Tino and Miconi, in the Archipelago, on June 17th, when a French frigate with three

* Twenty-three survivors claimed the medal for this service, in 1849.

merchantmen was discovered at anchor near the shore. The British frigates "Inconstant," "Leda," and "Tartar," being in sight, Captain Paget directed the convoy to join them, and brought the "Romney" to anchor in Miconi road, little more than a cable length from the French forty gun frigate "Sybille," commanded by Commodore Rondeau. To a summons to surrender, Rondeau replied that he knew very well the force of the "Romney," that he was fully provided with men and ammunition, and had sworn never to strike his colours. At one o'clock, the "Romney" being abreast of her opponent commenced the action, which lasted an hour and ten minutes, when the "Sybille" hauled down her colours, and with the merchant ships surrendered. The "Romney" was seventy-four men short of her compliment, her crew being two hundred and sixty-six men and boys, (of which the Commander of the "Sybille" seemed to be aware) and lost in the engagement eight men killed, and thirty men (two mortally) wounded. The "Sybille," with a crew of three hundred and eighty, had fifty-five Officers and men killed, and over a hundred wounded. Being a fine new frigate, the "Sybille" was added to the British Navy.

The "Blanche" & "Pique,"
January 4th, 1795.

At the beginning of the year 1795, the "Blanche" thirty-two gun frigate, Captain R. Faulknor, (who as commander of the "Zebra" displayed such gallant conduct at the capture of Martinique on the preceding year), was cruising off Guadeloupe. On January 4th the "Blanche" found the French frigate "Pique" thirty-eight, at anchor outside the harbour of Pointe-à-Pitre, which in the afternoon weighed and stood out after the "Blanche." Captain Faulknor immediately shortened sail for the enemy to come up, but the Frenchman tacked and stood away. The "Blanche" made all sail in chase, and coming up with her opponent soon after midnight,

commenced a close engagement broadside to broadside. About half-past two, in luffing up to rake the "Pique," the main and mizzen masts of the "Blanche" fell over her side, and the "Pique" running on board on her larboard quarter, made several unsuccessful attempts to board. While lashing the bowsprit of the "Pique" to the capstan of his own ship, the intrepid Captain Faulknor* fell shot through the heart, but Lieutenant Watkins took the command, and having firmly lashed the bowsprit of the "Pique" to the stump of the mainmast of the "Blanche" towed his antagonist before the wind, in spite of a heavy fire of musketry from her forecastle and tops. The "Blanche" having blown out part of her stern frame, brought two of her guns to bear on her enemy, which almost cleared her deck, and totally dismasted her. In this defenceless condition the French sustained the raking fire of the "Blanche" till past five a.m. when they called for quarter and surrendered. Every boat in each ship having been destroyed in the action, Lieutenant Milne with ten seamen swam on board the "Pique" and took her in possession. Out of her crew of one hundred and ninety-eight, the "Blanche" had her Captain, one midshipman and six men killed, and twenty-one men wounded; her opponent with a complement of about two hundred and eighty men, had seventy-six officers and men killed and one hundred and ten wounded, an almost unparalleled proportion. Soon after the close of this long and bloody conflict, the "Veteran" sixty-four, Captain W. H. Kelly, came up, assisted in removing the prisoners and took the "Pique" in tow. She was afterwards added to the British Navy.

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* Captain Faulknor was the first Scholar admitted to the Royal Naval Academy at Portsmouth, and his progress there, elicited the frequent praise of his masters. When a Lieutenant in the "Princess Royal" ninety-eight, Sir Peter Parker, in a letter to his mother, said "that her son more than answered the good opinion he had formed of him." By order of the House of Commons, a monument was erected to his memory in St. Paul's Cathedral.

The "Lively" and "Tourterelle," March 13th, 1795.

On March 13th, 1795, the "Lively" thirty-two, Captain G. Burlton, in the absence of Lord Garlies lying sick on shore, while cruising in the Channel, off Ushant, discovered three strange sail making for the French coast. The "Lively" chased, and soon after the largest of the three strangers tacked, and stood towards the British frigate. About half-past ten a.m. the action commenced, and continued to half-past one, when the French ship having lost all her topmasts and her hull much shattered, struck her colours. She was the twenty-eight gun corvette or frigate "Tourterelle," Captain G. S. Montalan, and out of a crew of two hundred and thirty men, had sixteen officers and men killed and twenty-five wounded. The rigging and sails of the "Lively" were greatly damaged by red hot shot fired from her opponent, who had on her lower deck a furnace for heating them, which was thrown overboard just before she surrendered. The "Lively" had but three officers and one seaman wounded.

Vice-Admiral W. Hotham's Action with the French Fleet.—March 14th, 1795.

Vice-Admiral Hotham, with the British fleet composed of the "Britannia," Vice-Admiral Hotham, Captain J. Holloway; "Princess Royal," Vice-Admiral Goodall, Captain J. C. Purvis; "St. George," Vice-Admiral Sir Hyde Parker, Captain T. Foley; "Windsor Castle," Rear-Admiral Linzee, Captain J. Gore, "Captain" S. Reeve; "Bedford," D. Gould; "Fortitude," W. Young; "Illustrious," T. L. Frederick; "Terrible," G. Campbell; "Courageux," A. Montgomery; "Agamemnon," Horatio Nelson; "Diadem," C. Tyler; "Egmont," J. Sutton; Frigates: "Inconstant," G. Fremantle; "Romulus," G. Hope; "Lowestoffe," B. Hallowell; "Meleager," G. Cockburn; "Poulette," "Tarlton," and

"Moselle," sloops, and the "Fox," cutter, was lying in Leghorn roads, when he received intelligence that the French fleet of fifteen sail of the line and six frigates, had sailed from Toulon for Corsica. On March 9th the British fleet weighed and put to sea, and on the 11th and 12th came in sight of the French, who showed no disposition to engage. On the morning of March 13th, Admiral Hotham made the signal for a general chase, and the weather being squally, at eight a.m. the French ship "Ca Ira" eighty, ran foul of the "Victoire" eighty, and carried away her own fore and main topmasts. While in this condition, the "Inconstant" frigate came up and fired a broadside or two at her, but receiving a shot between wind and water from one of the lower deck guns of the "Ca Ira," the frigate was compelled to bear up, and a French frigate took the disabled ship in tow. Shortly afterwards, the "Agamemnon," Captain H. Nelson, came up on the quarter of the "Ca Ira," and raked and harassed her for several hours, shooting away her mizzen topmast, and greatly damaging her hull, and inflicting on her a loss of over one hundred men in killed and wounded. Soon after two p.m., some of the French ships bearing down to the rescue of their distressed companion, and the Admiral making the signal for the van ships to join him, the "Agamemnon" bore up, and the action for that day ceased. At daybreak on the following morning, March 14th, the "Ca Ira," towed by the "Censeur" seventy-four, was seen to be far to leeward and separated from the rest of the French fleet, and at half-past six a.m., the "Captain" and "Bedford," by signal attempted to cut them off and closely engaged the two French ships. After a sharp engagement of an hour and a half, the "Illustrious" and "Courageux" with other ships, came to the support of the two overmatched British seventy-fours, and a partial action followed, which lasted till about two p.m., when the enemy abandoned the "Ca Ira" and "Censeur," and stood away to the westward under all sail. The British van ships had

suffered so much in their rigging; the "Illustrious" and "Courageux" having both lost their main and mizzen masts, that Admiral Hotham did not pursue the enemy, and the two fleets steering in opposite directions, soon lost sight of each other.*

THE "ASTRÆA" AND "GLOIRE,"
April 10th, 1795.

A British squadron of five ships of the line and three frigates under Rear Admiral Colpoys, being on a cruise to the westward, on April 10th fell in with three French frigates, and immediately chased. The enemy took different courses, one of them, the "Gloire" thirty-six, being pursued by the "Astræa" thirty-two, Captain Lord H. Paulet, followed at a great distance by one or two of the other ships. At six p.m. the "Astræa" got within gunshot, and a running fight was kept up till half-past ten, when a close action commenced; and after a spirited contest of about an hour the "Gloire" hauled down her colours. The "Astræa" did not have a man killed and but eight men (one mortally) wounded, the loss of the "Gloire" was forty killed and wounded altogether. The first Lieutenant of the "Astræa," J. Talbot, was put in charge of the prize, and took her into Portsmouth harbour.

THE "THETIS" AND "HUSSAR,"
May 17th, 1795.

THE "Thetis" thirty-six gun frigate, Captain Hon. A. J. Cochrane, and the "Hussar" twenty eight, Captain J. P.

* Having in addition to their crews, a quantity of troops on board, the united loss of the two French ships captured was about four hundred men; the loss of the British fleet was seventy-three men killed, and two hundred and eighty wounded. More than one-third of the casualties were sustained by the "Courageux" and "Illustrious." The "Agamemnon" was also warmly engaged on the 14th, her crew being "obliged to fight on both sides the ship." When the "Ca Ira" and "Censeur" struck, Nelson sent Lieutenant George Andrews to board them, who hoisted the English colours, and took their Captains by order of Admiral Hotham on board the "Princess Royal." Nelson proposed the vigorous pursuit of the enemy, but Hotham replied: "We must be contented, we have done very well."

Beresford, in May, 1795, were stationed off Chesapeake Bay, U. S. America, watching three French store ships lying in Hampton Roads. At daybreak on the 17th, about twenty leagues from Cape Henry, they discovered five sail standing to the north west, and gave chase. The strange ships formed in line, and awaited the approach of the British frigates. About half past ten a.m. the "Hussar" being abreast of the van ships the strangers hoisted French colours, and the "Thetis" placing herself alongside the centre ship, which was the largest, the enemy opened their fire which was at once returned. After an action of about half an hour, the two leading ships of the enemy left the line, and made sail to the south east, while the "Hussar" joined the "Thetis" in attacking the centre ship and the two ships in her rear. At a quarter to twelve all three struck their colours and surrendered, the centre ship being the "Prevoyante" pierced for thirty-six, but actually carrying twenty-four guns. Her hull was much damaged, and her fore and mainmasts went over the side in half an hour after her capture. Notwithstanding their surrender, the two ships in the rear endeavoured to make off, one of them, the "Raison" eighteen guns, was brought to by the "Hussar," the other effected her escape. The "Thetis" had eight men killed, and nine wounded, the "Hussar," three men wounded. Both the prizes were purchased by the government and added to the British Navy.

The "Mosquito" and a Privateer,

June 9th, 1795.

On June 9th, 1795, the "Mosquito" five, gun vessel, Lieutenant Macarthy, after a smart action captured a French privateer in the Channel.

In the same year the "Mosquito" with her commander and all hands was lost on the coast of France, near Jersey.

The Retreat of Vice-Admiral Cornwallis, June 17th, 1795.

Vice-Admiral the Hon. W. Cornwallis, with the "Royal Sovereign," one hundred, flagship, Captain J. Whitby; "Mars," Sir C. Cotton; "Triumph," Sir E. Gower; "Brunswick," Lord Charles Fitzgerald; "Bellerophon," Lord Cranston, all seventy-fours; the frigates "Phæton," Hon. R. Stopford; "Pallas," Hon. H. Curzon; and the "Kingfisher," sloop, at the end of May, 1795, sailed from Spithead on a cruise off Ushant. On June 16th, near Belle-Isle, he discovered a French fleet of twelve sail of the line, fourteen frigates and corvettes, and four smaller vessels, and finding it so superior in force hauled to the wind, and stood to the northward under all sail. Some of the British ships being heavy sailers, on the morning of June 17th, the enemy's fleet formed in three divisions, came up very fast, and at about nine a.m. their van ships opened fire on the "Mars," the rearmost ship in the British squadron. The cannonade soon became general, each of the British ships firing her stern or quarter guns as she could bring them to bear. The leading French ships kept up a harassing fire for three or four hours, when Admiral Cornwallis, seeing that the "Mars," much crippled in her rigging, had fallen to leeward, and was in danger of being overpowered, bore up to her relief followed by the "Triumph." On the approach of the "Royal Sovereign," the van ships of the enemy hauled to the wind, but a partial firing was kept up till after six in the evening. About seven o'clock the French gave up the pursuit, tacked and stood away to the eastward, and at sunset were nearly hull down. What induced the French Admiral to retire when his ships had almost surrounded the British squadron, was a successful manœuvre practised on him by Admiral Cornwallis. Early on the morning of the 17th, he sent the "Phæton" far ahead of his squadron, in order, as he said, "to humbug the fellows astern." Having got some miles off, the "Phæ-

ton made the signal of strange sails in the west north west, followed by the signal for a fleet. At three p.m., being very far ahead, the frigate made the private signal to the supposed fleet, and then signalling to Admiral Cornwallis that the fleet were ships of the line and friends, wore to rejoin the squadron. The enemy were well acquainted with the British signals, and knew that a fleet under Lord Bridport was at sea, and several small sail appearing at the same time in the extreme distance, they deemed them to be his ships, and gave up the chase.

With the exception of the "Mars" and "Triumph," the British ships received but little damage, but their sterns were much shaken from the continued firing of the guns; not a man was killed, and but twelve men wounded on board the "Mars."

Lord Bridport's Action with the French Fleet, June 23rd, 1795.

On June 12th, Admiral Lord Bridport sailed from St. Helens with the Channel Fleet, consisting of the "Royal George" (flagship) Captain W. Domett; "Queen," Vice-Admiral Sir A. Gardner, Captain W. Bedford; "London," Vice-Admiral Colpoys, Captain E. Griffith; "Prince of Wales," Rear-Admiral H. Hervey, Captain J. Bazeley; "Sans Pareil," Rear-Admiral Lord Hugh Seymour, Captain W. Browell; "Queen Charlotte," Sir A. Douglas; "Prince," C. P. Hamilton; "Barfleur," J. R. Dacres; "Prince George," W. Edge; "Valiant," C. Parker; "Robust," E. Thornborough; "Orion," Sir J. Saumarez; "Thunderer," A. Bertie; "Irresistible," R. Grindall; "Russell," T. Larcom; "Colossus," J. Monckton; "Standard," J. Ellison. Frigates: "Revolutionnaire," F. Cole; "Thalia," Lord H. Paulet; "Nymph," G. Murray; "Aquilon," R. Barlow; "Astræa," R. Lane; the "Babet" sloop, two Fire ships; the "Argus" and "Dolly" Cutters, and the lugger "Galatea. Eight of the British ships were

three deckers. At daybreak on June 22nd, the French fleet of twelve sail of the line, including one ship of one hundred and twenty, and five of eighty guns; two ships of fifty-six guns, eleven frigates, and two corvettes, was discovered by the "Nymph" and "Astræa," about fourteen leagues from Belle-Isle. The enemy showing no disposition to engage, Lord Bridport signalled his best sailing ships to chase, and shortly afterwards signalled his whole fleet to do the same. The pursuit was continued the whole of the day and the following night, with very little wind. On the morning of 23rd, the "Queen Charlotte," "Irresistible," "Orion," "Colossus," "Sans Pareil," and "Russell," came up with the rear of the enemy, who were running for L'Orient, just before six a.m. the action commenced, and continued till noon, when three of the French ships struck. The rest of their fleet escaped, and anchored under the protection of the batteries off Port L'Orient. The loss of the British ships were thirty-one men killed, and one hundred and thirteen wounded. The three captured ships had over six hundred and fifty of their crew killed and wounded. One of them, the "Alexander" seventy-four, had been taken from the British, in November of the preceding year. Another, the "Formidable," a fine seventy-four, was added to the British Navy and well known afterwards as the "Belleisle," as well as the third prize, the "Tigre," a similar ship, which retained her name.

The "Dido" and "Lowestoffe,"
June 24th, 1795.

Admiral Hotham having dispatched the "Dido," twenty-eight, Captain G. H. Towry, with the "Lowestoffe," thirty-two, Captain R. G. Middleton, to reconnoitre the harbour of Toulon; these frigates on the morning of June 24th, discovered nearly ahead, the French frigates "Minerve," forty, and the "Artemise," thirty-six; which at first made sail away, but on observing the inferior force of the British

ships, wore, and stood on under easy sail to meet them. At about half-past eight the "Minerve" opened fire on the "Dido," and being almost double the size of the British frigate, suddenly bore up, and attempted to finish the contest at once by running her down. By a skilful movement the "Dido" received the shock obliquely, the "Minerve" carried away her jib-boom, and her bowsprit became locked in the mizzen rigging of the "Dido." Under a heavy fire of musketry the Frenchmen made an unsuccessful attempt to board, till their bowsprit broke in two, and carried with it overboard eight or ten of their boarders, and the "Dido's" mizzen-mast. The ships then were disentangled, and the "Lowestoffe" coming up, by her well-directed fire shot away the "Minerve's" foremast, and her main and mizzen top-masts. The "Minerve" being thus disabled, Captain Towry sent the "Lowestoffe" in chase of the "Artemise," and the two ships exchanged a shot or two, but the French frigate, increased her distance so fast from her pursuer, that Captain Towry made the signal of recall. At half-past eleven the "Lowestoffe" opened a raking fire on the "Minerve," and the "Dido" which had gone ahead to repair damages, again bearing down to take part in the contest, the French frigate her mizzen-mast with her colours having gone by the board, surrendered.* The "Dido" out of her complement of one hundred and ninety-three men, had her boatswain and five men killed, and fifteen wounded, the "Lowestoffe" but three

* "The little "Dido" with eight and twenty nine-pounders was the Commodore, and led on first. The French Commodore ran aboard of her, in consequence of which the "Dido's" mizzen mast was carried away, and in this close intercourse the chief part of her loss was sustained. Up comes "Lowestoffe," and raked her—"Dido" at her on the lee bow. Away goes "Minerve's" foremast, bowsprit, maintopmast, and mizzen mast. The other fellow, a most abominable coward, after fighting a little, sheered off, and the "Lowestoffe" made after him. Owing to superior sailing he unfortunately got away and fled. In the meanwhile, "Dido" hauled off to repair damages, she made a signal for us to return, so "Lowestoffe" tacked and stood towards "Minerve," when we favoured her so plentifully with our shot as caused the national flag to be struck. What three hearty cheers we gave." *Letter from an Officer of the "Lowestoffe."*

men wounded. The loss of the "Minerve," with a crew of three hundred and eighteen men, was about thirty killed, wounded, and drowned. The weight of the broadside of the "Minerve" alone, was more than that of the two British frigates together, and the "Artemise" was superior in men and armament to the "Lowestoffe." The "Minerve" was added to the British navy as a thirty-eight gun frigate.

The "Spider," with Two Brigs,

August 25th, 1795.

On August 25th, 1795, the "Spider," Cutter, Lieutenant Oswald, attached to a squadron under Admiral Duncan, in the North Sea, fought an action with two French brigs, and captured one of them.

The "Diamond" at Port Spergui,

March 17th, 1796.

Captain Sir W. Sidney Smith with the "Diamond" thirty eight, the brig "Liberty" fourteen, Lieutenant G. McKinley, and the "Aristocrat," lugger, Lieutenant A. Gossett, on March 17th resolved to attack a French corvette and six smaller vessels, lying in the Port of Spergui, near Cape Frehel, on the coast of Brittany. The entrance to the port which is narrow and intricate, was defended by two batteries, one on a rocky height, which opened fire on the British ships as they stood in. A detachment of seamen and marines being landed, scaled the precipice and spiked the guns, with the loss of one officer mortally wounded, and the squadron in spite of the fire from the ships, and a body of troops on the beach and rocks, set on fire and destroyed the "Etourdie" corvette of sixteen guns, four brigs, two sloops, and a lugger. At ten p.m. the British weighed and stood of the place with a loss of two men killed and six wounded.

The "Indefatigable" and "Virginie," April 20th, 1796.

On April 20th, 1796, Sir E. Pellew with the "Indefatigable" forty-four, "Amazon" thirty-six, R. C. Reynolds, and "Concorde" thirty-six, A. Hurst, fell in, off the Lizard, with a French frigate, to whom he gave chase. The "Indefatigable" being the fastest ship of the squadron, after a chase of fifteen hours, overhauled the stranger soon after midnight on April 20th, and a close action commenced, both ships carrying a crowd of sail. Before two p.m. the mizzen mast and maintopmast of the French frigate were shot away besides other damage, and the "Indefatigable" with the loss of her mizzen topmast, and the leech ropes of her main topsail gone, shot ahead, and while repairing her rigging had some difficulty in escaping being raked by her opponent. By this time the "Concorde" had come up, and ranged herself under the stern of the enemy, and the "Amazon" also was fast approaching. Convinced of the futility of further resistance, the French ship, her hull riddled, and with four feet of water in her hold, lowered her light as a signal of submission. The prize was the forty-gun frigate "Virginie," with a crew of three hundred and thirty-nine men and boys, of which fourteen were killed and twenty-seven wounded in the engagement. The "Indefatigable" did not lose a man. The "Virginie" was added to the British Navy as a thirty-eight gun frigate.

The "Unicorn" and "Santa Margaritta," with two French Frigates, June 8th, 1796.

At daybreak on the morning of June 8th the "Unicorn" thirty-two, Captain T. B. Williams, and the "Santa Margaritta" Captain T. B. Martin, about seventeen leagues from Scilly, met with and chased two French frigates and a corvette. At one p.m. the frigates hoisted their colours and opened fire on the "Margaritta" which ran alongside her opponent, and in

twenty minutes compelled her to strike. The prize was the thirty-two gun frigate "Tamise," formerly the British frigate "Thames," captured in 1793. Her loss was thirty-two killed, and nineteen wounded, the casualties of the "Santa Margaritta" were two seamen killed, and three wounded. The other frigate seeing the fate of her consort, made sail away, but was chased by the "Unicorn," and after a running fight of ten hours, and a close engagement of half an hour, the French ship having lost her fore and main masts, and mizzen topmast, hauled down her colours. She proved to be the "Tribune," forty-four guns, and three hundred and thirty-seven men, of which thirty-seven were killed and fifteen wounded in the action. Not a man was killed or wounded on board the "Unicorn." The "Tribune" was added to the British Navy, and on his return to England, Captain Williams received the honour of knighthood.

The "Southampton" and "Utile,"
June 9th, 1796.

As the British fleet was cruising before Toulon, a French corvette was discovered in the road of Hyéres, and by the order of Sir J. Jervis, the "Southampton," a thirty-two gun frigate, Captain J. Macnamara, stood in to capture her. At half-past eight in the evening the British frigate got alongside the French Corvette "Utile" twenty-four guns, who fired her broadside at the "Southampton," in reply to a summons to surrender. The fire was returned, and the "Southampton" hauling athwart the bow of the corvette, lashed her bowsprit to her own main rigging, and carried her by boarding in ten minutes. Both ships were within range of Fort Brigançon, which opened fire on the "Southampton" and her prize, but the lashings being cut, the frigate with the corvette in tow, made sail, and re-joined the British fleet, with no more damage than a shot through her mizzen mast. In this spirited action, the "Southampton" had but one man killed, but the "Utile"

lost her Captain and seven other officers and men, with seventeen wounded. The prize was added to the British Navy, and Lieutenant Chas. Lydiard, who led the boarders of the "Southampton," was promoted to her command.

The "Dryad" and "Proserpine,"
June 13th, 1796.

On June 13th, the "Dryad" thirty-six, Captain Lord A. Beauclerk, about twelve leagues from Cape Clear, sighted the French frigate "Proserpine" of forty guns, which on nearing the "Dryad" tacked, and made sail away. The "Dryad" immediately chased, and about nine p.m., coming up on her opponent's lee quarter, brought her to close action, with such effect, that in three quarters of an hour the "Proserpine" hauled down her colours, with a loss of thirty killed, and forty-five wounded. The casualties of the "Dryad" were two men killed, and seven wounded. The rigging of both ships was much cut, but neither of them lost a spar. The prize was taken into the British Navy under the name of "Amelia."

The "Terpsichore" and "Mahonesa,"
October 13th, 1796.

Spain having declared war against England; on Oct. 13th, 1796, the "Terpsichore" thirty-two, Captain R. Bowen, while cruising off Carthagena, observed a strange sail standing towards her. The "Terpsichore" had left thirty of her crew in hospital at Gibraltar, and had more than that number on the sick list on board, none of whom were able to appear at quarters, so she stood on her course, followed by the stranger. At about half-past nine in the morning the pursuing vessel, a Spanish frigate, arrived within hail of the "Terpsichore," who fired a gun at her opponent, which was instantly returned by a broadside. A close action lasting an hour and a half

followed, when the Spaniard made sail away, leaving the "Terpsichore" with her masts and bowsprit shot through, and her rigging much damaged. In about twenty minutes the British frigate had repaired damages and again got alongside her antagonist, whose hull being much shattered, and several of her guns disabled, gave up the contest and struck her colours. She was the Spanish frigate "Mahonesa," thirty-four guns, commanded by Captain Don Tomas Ayaldi, and of her crew of two hundred and seventy-five, had thirty men killed, and as many wounded, some mortally. The "Terpsichore," out of her crew of one hundred and eighty-two, lost none in killed, and had but four men wounded. Captain Bowen took his prize into Gibraltar. She was the first Spanish ship captured after the declaration of war, but was so much damaged in the action, that she was not considered worth the cost of a thorough repair.

The "Lapwing," "Decius" and "Vaillante."

December 3rd, 1796.

At the end of November, intelligence having reached St. Kitts in the West Indies, that two French ships were attacking the Island of Anguilla, the frigate "Lapwing" twenty-eight, Captain R. Barton, lying at St. Kitts, weighed and sailed for the place. On the approach of the British frigate, two French ships, the "Décius" twenty-six guns, and the brig "Vaillante" six guns, were seen standing out of the Bay of Anguilla, and were immediately chased. At about ten p.m. the "Lapwing" closely engaged both of them, and after an hour's contest the brig bore away, and the "Décius" making a fruitless attempt to escape, surrendered. As soon as Captain Barton had secured his prize, he made for the brig, which had run on shore, and destroyed her. The "Lapwing" whose principal damage was in her rigging, had one man killed and six wounded. The "Décius," who had a body of troops on

board, was computed to have lost in killed and wounded, about one hundred men. The loss of the brig could not be ascertained. On the following day, the "Lapwing" with her prize in tow, was chased by two French frigates, and to escape from his pursuers, Captain Barton, after removing his prisoners, set the "Décius" on fire, and reached St. Kitts in safety.

The "Minerve" and "Blanche," with two Spanish Frigates, December 19th, 1796.

Commodore Nelson in the "Minerve" thirty-eight, Captain G. Cockburn, with the "Blanche" thirty-two, Captain D. Preston, on his way from Gibraltar to Porto Ferrajo, on December 19th, fell in with two Spanish frigates off Carthagena. Directing Captain Preston to attack the frigate to leeward, the Commodore hauled up and engaged the larger of the two frigates, at about ten-forty p.m. After a close action of about three hours, the Spanish frigate "Sabina" forty, Captain Don Jacobo Stuart*, with the loss of her mizzen mast, and one hundred and sixty men killed and wounded, struck her colours. The "Minerve" had a midshipman and six men killed, and thirty-four men wounded. Lieutenants Culverhouse and Hardy, with forty men were placed on board the prize, which was taken in tow; but at four a.m. another Spanish frigate the "Matilda," coming up, she was cast off, and stood away. At four-thirty, the "Minerve" was closely engaged with the thirty-four gun frigate "Matilda" which after an action of half an hour, hauled off, but three other Spanish ships, one of them of one hundred and twelve guns, coming in sight, she escaped capture. The "Minerve," her masts and sails much damaged, and ten more of her men wounded, was

* Don Jacobo Stuart, one of the best officers in the Spanish service, was a descendant of the Duke of Berwick, son of James II. King of England. He was sent to Carthagena and exchanged against Lieutenants Culverhouse and Hardy, taken in the "Sabina."

chased by the Spanish squadron during next day, and only by the greatest exertions got clear of her pursuers at nightfall. In a few minutes after the "Minerve" had engaged the "Sabina," the "Blanche" had opened fire on the other Spanish frigate, and after a few broadsides the "Ceres" forty, called for quarter, and surrendered. But at this time two more of the frigates of the enemy came within gun shot, followed by a three decker, and Captain Preston was compelled to abandon his prize, and make sail after the "Minerve." The "Blanche" sustained no loss. In the meanwhile, the "Sabina," with the British colours flying over the Spanish, had been re-taken, but Lieutenent Culverhouse did not surrender his prize, till her remaining masts were shot away, and she lay a mere wreck on the water. Had not the "Sabina" occupied most of the Spanish ships in chasing and re-capturing her, the "Minerve" in all probability would have been taken.

The "Indefatigable" and "Amazon," with the "Droits de l'Homme." January 13th, 1797.

The "Indefatigable" forty-four, Captain Sir E. Pellew, and the "Amazon" thirty-two, Captain R. C. Reynolds, on December 13th, about fifty leagues south west of Ushant, discovered a large ship steering towards the coast of France. This was the "Droits de l'Homme" seventy-four, Commodore J. La Crosse, which had formed one of the French fleet in the expedition to Ireland, and after the failure at Bantry Bay, was now returning home, with about seven hundred troops on board. The weather was thick and hazy, and the wind blew hard from the westward. Soon after the French ship had been sighted and found to be an enemy, a squall carried away her fore and main top-masts, and the sea ran so high that she was unable to open her lower deck ports. Shortly before six p.m. the "Indefatigable" brought the "Droits de l'Homme" to action, and in about an hour after, the "Amazon" came

up and took part in the engagement; the enemy making several ineffectual attempts to board, and keeping up an active fire of cannon and musketry. In a little time the British frigates shot ahead, the "Amazon" to reduce her sail, and the "Indefatigable" to repair the damage to her rigging. About half-past eight, the frigates renewed the action, attacking their opponent first on the bow, and then on the quarter, often within pistol shot. The contest lasted till twenty minutes past four a.m. when the sudden appearance of the land, and breakers close ahead, caused all the ships to end an engagement which had lasted ten hours, and make efforts to haul off. The "Indefatigable" at once bore to the southwards, with four feet of water in her hold, all her masts much damaged, and her crew almost worn out with fatigue. The "Droits de l'Homme" in attempting to tack, lost her fore mast and bowsprit, and struck on a sand bank in Audierne Bay. The main mast went by the board, and she then fell on her broadside, with a tremendous surf beating over her. The "Amazon"* seeing the danger, also wore, with three feet of water in her hold, but with her mizzen top-mast shot away, and her masts and rigging almost cut to pieces, was unable to haul off, and went on shore about the same time. Her crew with the exception of six, who were drowned, saved themselves on rafts, but on landing were all made prisoners by a body of French soldiers. In the action three men were killed, and fifteen wounded. On board the "Indefatigable" which with the greatest difficulty weathered the Penmark Rocks, the first Lieutenant and eighteen men were wounded. Through the stormy state of the weather, the crew of the illfated "Droits de l'Homme," spent four nights on the wreck without succour, the waves constantly breaking over them, till more than half of them were drowned, or perished of cold and hunger. Her crew with the soldiers, amounted

* At the distribution of the General Naval Medal in January, 1849 seven medals only were claimed by the survivors of the crew of the "Amazon."

to at least one thousand three hundred and fifty men, and of these, two hundred and fifty were killed and wounded in the engagement with the British frigates. Some English prisoners who were on board when she struck, and who fortunately got to land, in consideration of their sufferings, and the assistance they rendered, were sent home without ransom or exchange by the French Government.

Sir John Jervis off Cape St. Vincent,
February 14th, 1797 (see *ante*) page 37.

The "San Fiorenza" and "Nymphe," with Two French Frigates, March 9th, 1797.

Early in the morning of March 9th, the frigates "San Fiorenza" thirty-six, Captain Sir H. Neale, and "Nymphe" thirty-six, Captain J. Cooke, cruising off Brest, met with the French frigate "Resistance" forty, and corvette "Constance" twenty-two, standing in towards the port, in which a French fleet of fourteen sail of the line, and six frigates was lying, in sight from the tops of the British vessels. Having the weather gauge, the "San Fiorenza" and "Nymphe" bore down and engaged the "Resistance," which soon surrendered, and the "Constance" coming up, after a resistance of about ten minutes, also hauled down her colours. The whole affair, which was a running fight, was over in half an hour. Neither of the British ships sustained any loss. The prizes were two very fine vessels, and were both added to the British Navy, the "Resistance" having her name changed to the "Fisgard."*

* These two Ships formed part of a frigate squadron, which had made a descent on the Welsh Coast, and had landed one thousand two hundred men, principally galley slaves, in Fisgard Bay. They surrended on the first summons to a body of Militia, under Lord Cawdor.

Battle of Camperdown.

October 11th, 1797, (see *ante*). Page 39.

The "Phœbe" and "Néréide."

December 21st, 1797.

On December 20th, the "Phœbe" thirty-six, Captain R. Barlow, crusing in the North Atlantic, fell in with the French thirty-six gun frigate "Néréide," which on seeing the "Phœbe," hauled to the wind. The latter ship immediately stood after the "Néréide" and the chase lasted all day, till about nine p.m., when the British frigate got within gunshot of her opponent. A running fight continued till ten p.m., when the two ships got fairly alongside each other, and after a close action of forty-five minutes, the "Néréide" lowered her light, and hailed to say she had surrendered. The rigging of both ships was much damaged, and the hull of the French frigate was considerably shattered, but neither lost a mast. The loss of the "Néréide" was twenty killed and fifty-five wounded, the casualties on board the "Phœbe" were three men killed and ten wounded. The prize was purchased for the British Navy, and classed under the same name as a thirty-six gun frigate.

The "Mars" and "L'Hercule."

April 21st, 1798.

In the spring of 1798, a detachment of the Channel fleet, under Admiral Lord Bridport was cruising off Brest. On April 21st, three strange sail were discovered, one of which, a French seventy-four was chased by the "Mars" seventy-four, Captain Alex. Hood, the "Ramilies" seventy-four, Captain H. Inman, and the "Jason" thirty-eight gun frigate, Captain C. Stirling. Shortly after six in the evening the "Ramilies" carried away her fore-top mast and fell astern,

and the chase was continued by the "Mars" and "Jason," the rest of the British fleet being distant ten or twelve miles. The French ship, which was "L'Hercule" a new seventy-four just out of port, finding herself unable to escape through the passage du Raz into Brest, dropped her anchor, and with her sails furled and a spring on her cable, awaited the approach of the "Mars." About nine fifteen p.m. the "Mars" which had left the "Jason" far astern, was fired on by the "L'Hercule," and gave a return, when Captain Hood ranging a short distance ahead of his opponent, let go his anchor. The "Mars" dropping astern through the strength of the current, the anchor on her larboard bow became hooked in the starboard anchor of the "Hercule," and thus entangled, their sides rubbing together so that the lower deck guns of each ship could not be run out, but were fired within board, the two ships fought for nearly an hour and a half. Two attempts of the Frenchmen to board the "Mars" were defeated, and the starboard side of the "Hercule" being terribly shattered, several of her ports beaten into one, and five of her lower deck guns dismounted, at ten-thirty, she hailed that she had surrendered. In this severe action the "Mars" lost her gallant Captain, Hood,* twenty-nine officers and men killed and missing, and sixty men wounded. The loss of the "Hercule," out of a crew of seven hundred men, was two hundred and ninety killed and wounded. About twenty minutes after the engagement terminated, the "Jason" came up, and assisted in removing the prisoners and getting the prize under sail. The damages to her hull were so extensive, that it was with the greatest difficulty that she was brought into Plymouth, where she was refitted, and added to the British Navy.

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* Captain Hood was mortally wounded by a musket ball, soon after the action commenced, but lived just long enough to hear the cheers given, when his opponent struck. He was a nephew to Admirals Lord Hood and Bridport.

Defence of Marcouf. May 6th, 1798.

The Islets of Marcouf, lying about four miles from the coast of Normandy, were taken possession of by Sir Sydney Smith, in the year 1795, as a post for obtaining information from France, and for intercepting the trade between Cherbourg and Havre. They were garrisoned by about five hundred seamen and marines, under the command of Lieutenant C. P. Price of the "Badger," and Lieutenant R. Bourne of the "Sandfly" gun boat, and a small naval force was appointed to cruise near the place. During the night of May 6th, 1798 the French made a determined effort to re-take the Islands, with a large body of seamen and soldiers, on board a flotilla of about eighty flat bottomed boats and gunvessels. At day-break the next morning, Lieutenant Price opened fire on the approaching enemy with seventeen pieces of cannon, which was warmly returned by the French gun brigs, and under cover of their fire, the troops in the boats pushed on towards the shore. But on getting within musket shot, the boats received such volleys of round, grape, and canister shot, that six or seven of them were "cut into chips," and sank with all on board. Another was found on shore bottom upwards, and the remainder retreated in confusion to La Hogue. According to an account of their own, the French had over one thousand men killed, wounded, and drowned in this affair; the loss of the British was one man killed and four wounded. The "Adamant," "Eurydice," and "Orestes," were within six miles of the islands, but being becalmed, and the tide against them, were unable to take any part in the defence. For their conduct, Lieutenants Price and Bourne were promoted to the rank of commander. At the peace of Amiens the islands were evacuated.

The "Lion" and Four Spanish Frigates, July 15th, 1798.

On July 15th, the "Lion" sixty-four, Captain Manley Dixon, about thirty leagues off Carthagena, met with four

thirty-four gun Spanish frigates, one of them, the "Santa Dorotea," forty-two, having lost her fore-topmast. The Spanish ships formed in line of battle, but the "Lion" having the weather gage, bore down, and succeeded in cutting off the "Dorotea," left astern by her consorts. This ship though her topmast was gone, sailed nearly as well as the "Lion," and the other three frigates tacked, and made three attempts to support her, but each time receiving a broadside from Captain Dixon, at length hauled off, and stood away to the north west. The "Lion" then got alongside the "Dorotea" and engaged her yard arm to yard arm, shooting away her mizzen mast, and damaging her main mast and rudder, till seeing herself abandoned by her comrades, and having twenty of her crew killed and thirty-two wounded, she struck her colours.* The "Lion" who was fifty men short of her complement, had a midshipman and one man wounded. The "Santa Dorotea" was afterwards, under the same name, added to the British Navy as a thirty-six gun frigate.

Battle of the Nile.

August 1st, 1798, (see *ante*). page 40.

The "Espoir" and the "Liguria,"

August 7th, 1798.

The brig-sloop "Espoir," fourteen guns (six pounders), Captain L. O. Bland being in charge of a convoy, a few leagues from Malaga, on August 7th, discovered a large ship steering with the intention of cutting off some of the vessels. Captain Bland made sail to meet her, and just before seven p.m. came within musket shot of the stranger, which had hove to for him to come up. The "Espoir" hoisted her colours, and was hailed by the enemy which displayed none,

* But twenty-one medals were issued to the survivors of this action.

to strike, or be sunk, this was followed by a shot, succeeded by a whole broadside, which Captain Bland returned. A severe action commenced, and lasted till past ten o'clock, when the enemy hailed, and said he was a Genoese. Captain Bland ordered him to lower his sails and come on board, to which he paid no attention, and shooting ahead to gain a raking position, he received the whole broadside of the "Espoir," which he returned, but the British sloop tacking to give him another, he again hailed, to say he had surrendered. This was about eleven p.m. the enemy lowered his sails, and all firing ceased. The prize turned out to be the "Liguria" a Genoese pirate, mounting twelve long eighteen pounders, four twelve pounders, and sixteen long six pounders, besides sixteen wall pieces and swivels, with a crew of one hundred and twenty men of all nations, of whom seven were killed, and her captain and thirteen men wounded in the action. The only man killed on board the "Espoir" was the master, Mr. Solsby, and six men wounded. The "Liguria" which was almost double the size of the "Espoir" was a Dutch frigate, which had been purchased by the Genoese. On his return to England, Captain Bland was made a post captain, as a reward for his bravery and seamanship.

Sir J. B. Warren's Action with a French Squadron, October 12th, 1798.*

In September, 1798, a French squadron, comprising the "Hoche" seventy-four, Commodore Bompart, three frigates of forty guns, five of thirty-six guns, and a schooner, with a body of troops on board, sailed from Brest, with the intention of making a descent on the coast of Ireland. The squadron was speedly discovered by some scouting British frigates, who brought the intelligence of its having put to sea to Lord Bridport, and Commodore Sir J. B. Warren, commanding on the Irish

* Eighty-one medals were given in 1849 to the survivors of this action.

station. On October 11th, Sir John with the "Canada" seventy-four, flagship, "Foudroyant" eighty, Sir Thomas Byard, "Robust" seventy-four, E. Thornborough, "Magnamime" forty-four, Hon. M. De Courcy, "Ethalion" thirty-eight, G. Countess," "Melampus" thirty-six, G. Moore, "Amelia" thirty-six, Hon. C. Herbert, and "Anson" forty-four, P. C. Durham, sighted the French ships bearing up for Tory Island, on the north west coast of Ireland, and chased them that day and the night following. During the night, which was very boisterous, the "Anson" lost her mizzen mast and main yard in a squall, and the "Hoche" her main topmast, and fore and mizzen top-gallant masts. At daybreak on the morning of October 12th, the French squadron was seen a little distance to the windward, formed in two lines. Soon after seven a.m. the "Robust" followed by the "Magnamime" bore down and engaged the "Hoche" and three frigates, but after a few broadsides, the frigates made sail away, and the "Hoche" after a most gallant defence, her hull and rigging cut to pieces, five feet of water in her hold, and twenty-five of her guns dismounted, struck her colours. The French frigates were pursued, and after a running fight of five hours, three of them were captured, the "Bellone," the "Coquille," and the "Embuscade," of thirty-six guns each. The "Anson" being crippled, and far astern, exchanged broadsides with five French frigates as they passed her. The "Melampus" parted company in the chase, and at midnight on October 13th came up with another of the enemy, the "Résolue" thirty-six, which after a broadside or two, surrendered. On October 17th the "Loire" forty, another of Commodore Bompart's squadron, fought a severe, but indecisive action with the "Mermaid" thirty-two, Captain J. Newman; and the next day, in a disabled condition, was captured after a smart engagement by the "Anson," which was in a crippled state herself, and the eighteen gun brig "Kangaroo." The prize, one of the finest frigates in the French Navy, was taken by Captain Durham into Plymouth.

The "Hoche," her name changed to the "Donegal," was added to the British Navy.

THE "FISGARD" AND "L'IMMORTALITÉ," October 20th, 1798.

AT eight on the morning of October 20th, the "Fisgard" thirty-eight, Captain T. B. Martin, discovered and chased "L'Immortalité" forty, one of Commodore Bompart's illfated squadron, making the best of her way to Brest. At half-past eleven a.m. the ships were near enough to exchange shots with their stern and bow guns, and in about an hour after, the "Fisgard" brought her opponent to close action. But so spirited was the resistance of "L'Immortalité," that in twenty-five minutes, the "Fisgard" with her sails and rigging cut to pieces, dropped astern, and the Frenchman made all sail to escape. At half-past one, the "Fisgard" having repaired damages, again got alongside her antagonist, and a more furious encounter than the first followed, which lasted till three p.m., when "L'Immortalité" her mizzen mast gone close to the deck, and almost in a sinking state, hauled down her colours. The masts and rigging of the "Fisgard" were much injured, and having received several shots between wind and water, she had six feet of water in her hold, and was obliged to keep a pump continually going. Her loss was ten seamen killed, and a Lieutenant of marines, and twenty-five men wounded. "L'Immortalité" with a crew of five hundred and eighty seamen and soldiers, lost her brave commander Captain Legrand, her first Lieutenant, and fifty-two other officers, seamen, and soldiers killed, and sixty-one wounded. The prize was taken into Plymouth and added to the British Navy.

THE "SYBILLE" AND "LA FORTE," February 28th, 1799.

THE French frigate "La Forte" having made great havock on the British commerce in the Bay of Bengal, the "Sybille"

thirty-eight, Captain E. Cooke, sailed from Madras in search of her. "La Forte," was a most formidable frigate, considerably larger than the "Sybille" and carrying fifty-two guns, exclusive of swivels. About nine on the evening of February 28th, Captain Cooke discovered the French frigate, with two rich prizes, and at midnight got near enough to receive a broadside from the larboard guns of "La Forte," and a fire from one of her captures, which he did not return. After some manœuvring the "Sybille," got under the stern of "La Forte," almost touching her spanker boom, and gave her the whole of her larboard broadside, and luffing up to leeward, poured in another broadside with the most destructive effect. These two broadsides killed and wounded between fifty and sixty men on board "La Forte," and threw the enemy into such confusion that in their return they fired from both sides of their ship at once. The frigates then engaged broadside to broadside ; the French Captain, a gallant veteran, was killed, and his first Lieutenant soon shared the same fate. About the same time Captain Cooke was mortally wounded by a grape shot, and Lieutenant Hardyman took the command. At two thirty, the fire from the French frigate, never very effective, entirely ceased, and the "Sybille" hailed to know if she had struck, receiving no reply, the "Sybille" recommenced firing, to which no return was made, and again hailed her opponent without effect. The Frenchmen then manned their rigging and attempted to escape, but their mizzen-mast being shot away in a few minutes after, their main and fore-masts with the bowsprit, went overboard, and the action ended. The "Sybille" had her sails and rigging cut to pieces, and her main and mizzen-masts badly damaged, but had received but six shots in her hull. Captain Davies (an "aide de camp" to Lord Mornington) who was on board the "Sybille" as a volunteer, with four men were killed, and Captain Cooke (mortally) and sixteen men wounded. The "Forte" was a perfect wreck. Her bowsprit had gone close to the figure head, all her masts with the sails set were overboard, her

boats, booms, wheel and capstans, shot to pieces, and her starboard, quarter deck, and forecastle bulwarks, completely destroyed ; in fact her starboard side from the bends upward was almost beaten in. Her Captain, first lieutenant, and other officers, with sixty of her crew were killed, and eighty wounded, many of whom died afterwards. A detachment of the Scotch brigade, was on board the "Sybille" and rendered good service during the engagement. The two prizes escaped, though chased after the action by the "Sybille." The "Forte" was taken into Calcutta, and added to the British Navy as a forty-four gun frigate.* Her command was given to Lieutenant Hardyman.

The "Telegraph" and "L'Hirondelle."

March 17th, 1799.

On March 18th at daylight, the British hired armed brig "Telegraph" sixteen guns, about nine leagues from the Isle de Bas, fell in with the French privateer brig "L'Hirondelle" of sixteen guns. After a smart action which lasted three hours and a half, "L'Hirondelle" being in an unmanageable state and totally unrigged, struck her colours. Of her crew of seventy-two men, five were killed and fourteen wounded. The "Telegraph" had five men wounded. Lieutenant J. A. Worth who commanded the "Telegraph," was promoted to the rank of commander as a recognition of his conduct in this affair. Though both ships mounted the same number of guns, those of the "Telegraph" with the exception of two, were eighteen pounder cannonades, the guns of "L'Hirondelle" were nine and six pounders.

"La Forte" was one of the finest frigates ever built. Her length between decks was one hundred and twenty feet, her breadth forty-three feet, and her burden one thousand four hundred tons. The gallant Captain Cooke, lingered of his wound till the 25th of May following, when he died at Calcutta.

Sir Sidney Smith's Defence of Acre.

May 20th, 1799.

The French Army under Bonaparte in March 1799 invaded Syria, and having carried Jaffa by storm, marched against St. Jean d'Acre, which place they invested on March 18th, A few days before, Commodore Sir Sidney Smith, in the "Tigre," seventy-four, with the "Theseus," seventy-four, Captain R. W. Miller, and the "Alliance," Captain D. Wilmot, anchored in the bay, and assisted the Pasha Djezzar in repelling the French attack. On the 18th, Sir Sidney captured a French flotilla of seven vessels, laden with battering cannon, ammunition, and siege *materiel* from Egypt, all of which was landed, and immediately employed in the defence of the place. In spite of the fire from the ships, armed boats, and the ramparts, the French pushed on their approaches, till on April 9th, the garrison aided by a detachment of seamen and marines, made a successful sortie, and almost destroyed the works of the besiegers. The "Tigre" being moored on one side of the town, and the "Theseus" on the other, completely flanked the walls, and repeated determined attempts made by the French to storm a wide breach in the defences, were repulsed with heavy loss. In one of these attacks, Captain Wilmot of the "Alliance" was killed. On May 7th, a strong body of Turkish troops arrived by sea, and the enemy made a most furious assault, in the hope of carrying the town before the reinforcements could be landed. So critical was the situation, that Sir Sidney landed his boats' crews, and at their head, defended the breach till the arrival of the Turks, when the assailants were driven back with great slaughter. Another attack the same night being defeated, the French grenadiers refused to mount the breach again over the decaying bodies of their former companions; and all hope of success being at an end—Bonaparte, on the night of May 20th, raised the siege, and retreated towards Egypt, leaving twenty-three pieces of cannon. with their carriages burnt, in his trenches. The los

of the British in these operations was sixty-six men killed and drowned, one hundred and thirteen wounded,* and eighty-two made prisoners.

The "Surprise" and "Hermione," October 25th, 1799, (see *ante*) page 42.

The "Pylades" & "Espiegle." Attack on Schiermonikoog, August 11th and 12th, 1799.

On August 11th the British sloop "Pylades" sixteen, Captain A. MacKenzie, the British sloop "Espiegle," sixteen, Captain J. Bowden, the ten-gun cutter "Courier," Lieutenant T. Searle, forming part of a squadron cruising off the coast of Holland, under Captain F. Sotheran of the "Latona" thirty-eight, were ordered to attack some vessels lying between the island of Schiermonikoog and the main land. This service was performed with much bravery, the "Crash," formerly a gun brig in the British Navy, mounting twelve cannonades, being after a determined resistance of nearly an hour, captured and brought out. The next day, Captain MacKenzie having manned the "Crash," and appointed Lieutenant Slade of the "Latona" to command her; with an armed schuyt captured from the enemy, and the launches and boats of the squadron, proceeded to attack the schooner "Vengeance" six guns, and other vessels, which were moored under the guns of a battery, on the Island of Schiermonikoog. In the face of a hot fire, Lieutenant Cowan of the "Pylades" landed and spiked the guns of the battery, the "Vengeance" was set on fire by her crew and destroyed, and a row boat and twelve schuyts taken possession of, without the loss of a man. In the cutting out of the "Crash" the "Pylades" had one man killed and two wounded.

* In this total of the British loss are included, Captain Miller, and thirty-nine other officers and men killed and drowned, and forty-seven wounded by the accidental explosion of some shells on the quarter deck of the "Theseus," on May 14th. The after part of the ship was blown to pieces, and she was with difficulty kept afloat.

The "Arrow," and "Wolverine." September 13th, 1799.

On September 9th, the sloops, "Arrow" twenty-eight, thirty two pounder carronades, Capt. N. Portlock, and "Wolverine" thirteen, Captain W. Bolton, were detached from the squadron of Vice-Admiral Mitchell, lying near the Vlieter, in quest of a Batavian republican ship and brig. On the morning of September 13th, the vessels were discovered at anchor, under the island of Ulie, at the entrance of the Texel, and as the British ships advanced they hoisted the republican colours. The "Arrow" and "Wolverine" went direct for the enemy, the latter dropping her anchor within seventy yards of the brig, while the "Arrow" stood on to engage the ship. The "Wolverine" having fired one gun, the Batavian brig "Gier," of fourteen guns, and eighty men, fired three guns to leeward and struck her colours. The "Arrow" having to beat up to her opponent against a strong tide, sustained her fire for twenty minutes before she could bring a gun to bear in return, and was much damaged in her hull and rigging. At length Captain Portlock got about eighty yards from his enemy, and opened fire. After an action of about fifteen minutes, the "Wolverine" coming up, the "Draak" twenty-four guns, two being long thirty-two pounders, and six, fifty pound howitzers, hauled down her flag and surrendered. The "Arrow" out of her one hundred and twenty men and boys, had one man killed, and her Commander and eight men wounded. The loss of the "Draak" could not be ascertained, and being very old and worthless, she was set on fire and destroyed. The "Gier" being a new brig of three hundred and twenty-four tons, was employed as a cruiser.

The "Speedy" and Spanish Gun Boats. November 6th, 1799.

The fourteen-gun brig "Speedy" (four pounders) Commander J. Brenton, on the 6th November, 1799, was lying off Europa Point, awaiting the arrival of her convoy from the

Tagus; when twelve Spanish gun boats, two of which were schooners, carrying two long twenty-four pounders, came out from Algesiras, to attack the brig and her convoy. Covered by the fire of the "Speedy," the convoy escaped, and the gun boats then bore up to capture the brig. Commander Brenton reserved his fire till the enemy had nearly surrounded him, and then bearing up, went through the midst of them, so near as to carry away their oars, and poured in such a destructive fire of grape and musketry that the Spaniards fled in confusion, and ran for shelter under the guns of Fort Barbary, where they remained for three days. In this affair the "Speedy" had two seaman killed and one wounded; her rigging was much cut, and she received so many shots between wind and water, that she was unable to get into Gibraltar, and was obliged to run to Tetuan Bay to stop her leaks, the water being nearly level with the lower deck. Shortly afterwards Commander Brenton was promoted to post rank.

The "Courier" and "Guerrier."

November 23rd, 1799.

The hired twelve-gun cutter "Courier," Lieut. T. Searle, while cruising off Flushing on November 22nd, at about five p.m., discovered a strange sail to the windward, and made sail in pursuit. The next morning at about nine a.m., Lieut. Searle came up with the French cutter privateer "Guerrier," fourteen guns, which after an action of nearly an hour's duration, struck her colours. The master of the "Courier" was killed, and two seamen wounded; the "Guerrier" had four men killed and six wounded.

The "Viper" and "Furet."

December 26th, 1799.

On December 26th, Lieut. J. Pengelly, in the fourteen-gun cutter "Viper," cruising in the Channel, chased and brought to action a French privateer. After an engagement of three-

quarters of an hour, the privateer sheered off, but was pursued by the "Viper," which after a running fight of an hour and a half, ran her opponent on board, and compelled her to strike. The prize was the French lugger privateer "Furet," fourteen guns and fifty-seven men, of whom five were killed, and her captain, lieutenant, and seven men wounded. The "Viper," out of her crew of forty-eight, had her commander and one seaman wounded. Two years before, the "Viper," under the same commander, had engaged and captured a Spanish privateer of equal force.

THE "FAIRY," "HARPY," AND "PALLAS."

February 5th, 1800.

A French frigate having chased an English brig into St. Aubin's Bay, Jersey, the sixteen-gun corvette "Fairy," Commander J. S. Horton, and the eighteen-gun brig "Harpy," Commander H. Bazeley, set sail from the same place in quest of the enemy. On the morning of February 5th, at half-past eleven, near Cape Frehel, they discovered the French frigate "Pallas," thirty-eight guns, close in shore. The sloops tacked, and stood off the land, followed by the frigate, as they expected. At about one o'clock the "Pallas" came within pistol shot, and an action commenced, which lasted till three p.m., when the frigate bore up, and made sail away to the north-east, pursued as soon as their damages were repaired, by the "Fairy" and "Harpy." About an hour after, three sail were discovered nearly ahead, by the sloops, and the "Pallas" bore away, and hoisted English colours. The strangers were the "Loire," thirty-eight, Captain N. Newman, the sloops "Danæ," twenty, Captain Lord Proby, and "Railleur," sixteen, Commander W. Turquand. The "Fairy" made the signal for an enemy, and all the vessels joined in the chase. About nine p.m. the "Loire" spoke the "Fairy" and learnt the name and force of the enemy, and at half-past ten the "Loire" commenced a close action

with the "Pallas" within about seven hundred and fifty yards of a battery on one of the Seven Islands. The battery opened fire on the British ships, and the action continued between the "Pallas" and the shore battery on one side, and the "Loire," "Railleur," "Fairy," and "Harpy" on the other side, till half-past one a.m., when the "Pallas," having received two destructive raking broadsides from the "Harpy" hailed to say she had surrendered. The loss of the victors were—"Loire," three seamen killed, and three midshipmen and sixteen men wounded; "Railleur," a midshipman and two men killed, and four wounded; "Fairy," four men killed, her commander, purser, and seven men wounded; "Harpy" one man killed, and three wounded. The loss of the "Pallas" is not stated. She was a fine new ship of one thousand and thirty tons, on her first cruise, and was added to the British Navy as the "Pique." For their conduct in this action, Commanders Horton and Bazeley were promoted to post rank.

The "Peterel," and "La Ligurienne,"
March 21st, 1800.

On the evening of March 20th, the "Mermaid" thirty-six, Capt. R. Dudley, and the sixteen gun brig "Peterel" Commander F. W. Austen, were cruising in the Bay of Marseilles, and the "Peterel" was ordered to keep close in shore, to intercept any vessels running along the coast. The next morning, a convoy of fifty sail bound to Toulon and Marseilles, under the protection of three armed vessels, was discovered and chased, and two of the convoy captured. In the afternoon the "Peterel" came to action with the three armed vessels, which after a broadside or two, seeing the "Mermaid" coming up, made all sail away. The "Peterel" pursued, and two of the enemy's ships ran on shore. The third, the sixteen-gun brig "Ligurienne" was engaged by the "Peterel" and after a running fight of one hour and a

half, within two hundred yards of the shore, and sometimes less, struck her colours. Most of this time the "Peterel" was under the fire of a four gun battery, and at the end of the action was but six miles from Marseilles. With all this, not a man of her crew was hurt; the "Ligurienne" had her Commander and one seaman killed, and two men wounded. The prize was a fine new vessel, fastened throughout with screw bolts, so that she might be taken to pieces and set up again, but she was not purchased for the British Navy. Commander Austen was promoted to post rank in the month of May following.

THE "PENELOPE," "VINCIEGO," AND THE "GUILLAUME TELL." March 30th, 1800.

MALTA having been closely blockaded for some months, and the French garrison suffering much from famine and disease, Rear Admiral Decrés, in the "Guillaume Tell" eighty guns, taking advantage of a favourable wind, and the darkness of the night, put to sea from the harbour of Valetta an hour before midnight, March 30th, in the hope of reaching a French port. A squadron of British ships was cruising off the Island, under the command of Capt. M. Dixon, consisting of the "Lion" sixty-four, "Foudroyant" eighty, Capt. Sir E. Berry, "Alexander" seventy-four, the "Penelope" thirty-six, Capt. H. Blackwood, the "Vinciego" brig, G. Long, and two or three sloops, and small vessels. Just before midnight the French ship was discovered by the "Penelope," whose captain ordered the "Vinciego" to convey the information to Commodore Dixon, while the frigate stood after the enemy. At half-past twelve the "Penelope" luffed under the stern of the "Guillaume Tell," and gave her the larboard broadside, and then wearing, raked her with the starboard broadside; to which the French ship could make no reply but with her stern chasers. Throughout the night the frigate continued her destructive and harassing fire, Decrés, aware that the other ships of the

squadron were fast coming up, not daring to bring to and cripple his adversary. About daybreak, the main and mizzen-topmasts, and main yard of the "Guillaume Tell" were shot away, while the "Penelope" was but slightly damaged in her rigging and sails. Soon after five a.m. the "Lion," which had been guided during the night by the broadsides of the frigate, came up, and passing so near the Frenchman that the yard arms of the two ships nearly touched, poured in a broadside of three round shot in each gun, and then luffing across the bows of her opponent, carried away the "Guillaume Tell's" jib-boom. Aided by the "Penelope" the "Lion" kept up a steady fire for about half-an-hour, when being much damaged by the fire of her opponent, she became unmanageable, and dropped astern. At six a.m. the "Foudroyant" came up under a crowd of sail, and Sir E. Berry hailed Decrés to strike, to which he replied by waving his sword, and discharging a treble-shotted broadside, which cut the "Foudroyant's" rigging to pieces. Sir Edward returned a similar fire within half pistol shot, but coming up with such a press of sail the "Foudroyant" shot ahead, and could not for some little time regain her position alongside her opponent. This object being effected, the action continued, and the "Guillaume Tell" by another destructive broadside shot away the foretopmast, maintopsail yard, spritsail yard, and jib-boom of the "Foudroyant." Her rigging and sails also being in tatters, the "Foudroyant" fell astern, leaving the "Lion" upon the larboard beam of her opponent, and the "Penelope" on her quarter.* At half-past six the main

"* Sir E. Berry, laying the "Foudroyant" alongside, so close that her spare anchor was just clear of "G. Tell's" mizzen chains, hailed her commander, and ordered him to strike. He answered by brandishing a sword over his head, and then discharged a musket at Sir Edward; this was followed by a broadside which nearly unrigged the "Foudroyant," whose guns however being prepared with three round shots in each, she poured in a most tremendous and effectual discharge crashing through and through the enemy; but she fired another broadside, when down came "Guillaume Tell's" main and mizzen masts, and at the same time the "Foudroyant's" foretopmast, jib-boom, spritsail, main topsail yard, stay sails, fore sail, and mainsail,

and mizzen-masts of the French ship were shot away, but she nailed her colours to the stump of the mast, and again exchanged broadsides with the "Foudroyant," which had partially refitted herself, and resumed her position on the starboard quarter of her enemy. At eight a.m. the "Guillaume Tell" lost her foremast, and she became an unmanageable hulk, rolling her lower deck ports under water. The "Foudroyant," being on her starboard, the "Lion" on her larboard quarter, and the "Penelope" close ahead; at twenty minutes past eight, after one of the most gallant defences on record, the flag of the "Guillaume Tell" was hauled down. The "Lion" and "Foudroyant" being too much disabled to take possession of the prize, this was done by the "Penelope," which towed the "Guillaume Tell" into Syracuse. The masts and rigging of the British ships, except the "Penelope," were much damaged, and shortly after the close of the engagement the mizzen mast of the "Foudroyant" came down. Her loss out of a crew of one hundred and nineteen men, was eight killed; her captain, lieutenant, boatswain, three midshipmen, and fifty-three seamen and marines wounded. The "Lion" of her crew of three hundred, not her full complement, had one midshipman and seven men killed, and one midshipman and thirty-seven men wounded. The "Penelope" to which ship the capture of the "Guillaume Tell" was chiefly owing, had her master killed, and a midshipman, and two men wounded. The loss of the enemy, of a crew of over nine hundred men, was up-

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all in tatters. The combatants then separated. Sir E. Berry called his men from the main deck, and cutting away the wreck, got the ship manageable, and again close alongside her determined opponent, who nailed his colours to the stump of his mast, and displayed his flag on a pole over them. Sir Edward then commenced a a most heavy and well directed fire, his men firing every gun two or three times in a minute, and musketry was occasionally used, but latterly the mizzen mast being almost in two, Sir Edward called the marines from the poop, and put them to the great guns. At a few minutes past eight, the "Guillaume Tell's" fore mast was shot away, and becoming a mere log, she struck her colours."—*Letter from an officer of the "Foudroyant," at Syracuse.*

wards of two hundred in killed and wounded. The "Guillaume Tell," the only remaining French line of battle ship which escaped at the Battle of the Nile, August 1st., 1798, was taken to Portsmouth, and under the name of the "Malta," was added to the British Navy. Why the naval medal for her capture was awarded to the "Penelope" and "Vinciego," to the exclusion of the "Lion" and "Foudroyant" is quite inexplicable.

THE "DART," &c., WITH THE DÉSIRÉE & OTHERS.
July 8th, 1800.

TOWARDS the end of June 1800, a British squadron, comprising the "Andromeda" thirty-two, Captain H. Inman, the "Nemesis," twenty-eight, Captain T. Baker, the thirty gun sloop *"Dart," Commander P. Campbell, two other sloops, one bomb vessel, and eleven fire ships, gun brigs, cutters, and luggers; arrived off Dunkirk with the intention of capturing or destroying four French frigates, which had been for some time blockaded in that port. On the evening of July 7th, the "Dart," with the "Biter," Lieutenant Norman, the "Boxer" Lieutenant Gilbert, gun brigs, the fire ships, "Wasp," Captain J. Edwards; "Falcon," Captain S. H. Butt; "Cornet," Captain T. Leef; and "Rosario," Captain J. Carthew; the cutters "Kent," "Ann," and other small craft entered Dunkirk Roads, and about midnight came in sight of the French frigates, moored in line ahead. The outermost frigate hailed the "Dart," and was answered by Commander Campbell, who passed on till abreast the third frigate, which fired a broadside at the sloop. This salute the "Dart" returned with fifteen double shotted carronades, and standing on, ran the fourth frigate aboard, and her first lieutenant, J.

* The "Dart" and her sister ship the "Arrow," were experimental vessels, built from the plans of General (afterwards Sir S.) Bentham They were sharp, forward and aft, like a wherry, with a peculiar rig, and sailed very fast in fine weather. The armament of the "Dart" was thirty thirty-two pounder carronades, fitted on the non-recoil principle. Her crew was one hundred and twenty men.

McDermeit, at the head of fifty seamen and marines, boarding the frigate on the forecastle, drove all before him and in a short time was in possession of the ship. Lieutenant McDermeit being badly wounded, and the Frenchmen observing the small number of their opponents, being about to rally, Lieutenant Pearce, with a second division of boarders, entered the frigate on her quarter, overcame all resistance, and cutting the frigate's cables, got her under sail and over the banks that would have been impassable half an hour later, owing to the ebbing of the tide. In this dashing affair which was performed in about fifteen minutes, the "Dart" had but one seaman killed, and her first Lieutenant, Master's Mate, and nine seamen and marines wounded; while the loss of the prize, the "Désireé" a fine new frigate of over one thousand tons burden, and thirty-eight guns, out of a crew of three hundred to three hundred and fifty men, was upwards of one hundred killed and wounded, including nearly all her officers. The fire ships were well managed, and not abandoned by their crews until they were enveloped in flames, but the three remaining French frigates, cut their cables, and ran out of the road before the wind. While this was proceeding, the cutters* and brigs, engaged and drove off some French gun boats. For his skill and gallantry, Commander Campbell was advanced to post rank, and Lieutenant McDermeit made Commander. The "Désirée," was added to the British Navy, and soon afterwards was commissioned by Captain Inman. Admiral Lord St. Vincent considered the capture of the "Désirée" to be one of the finest examples of Naval bravery on record.

The "Seine" and "Vengeance."
August 20th, 1800.

Captain D. Milne in the "Seine," thirty-eight, on August 20th, while cruising in the Mona Passage, between Porto

* The cutters, "Kent," "Ann," "Selby," "Teazer," "Stag," "Nile," and "Vigilant," with the boats of the "Andromeda," "Nemesis," and "Babet," took part in these operations.

Rico and San Domingo, fell in with a large French frigate, and made all sail in chase. About half past eleven at night the "Seine" came up on her opponent's quarter, and fired several broadsides at her, and a sharp action followed, in which the rigging and sails of the "Seine" were so much damaged, that she dropped astern. At eight, the next morning, the "Seine" again got alongside the French frigate, which after a close action of two hours and a half, being totally dismasted, surrendered. The "Seine" lost none of her masts, and out of a crew of two hundred and eighty-one men and boys, had her second lieutenant and twelve seamen killed, and her master and twenty-seven men wounded. Her prize, the "Vengeance" had thirty men killed, and seventy wounded. On August 27th, the "Seine" with the "Vengeance" in tow, anchored in the harbour of Port Royal. The prize was purchased for the British Navy, but owing to her damaged state, never left Jamaica.

The "Phœbe" and the "Africaine."

February 19th, 1801.

On the 19th February, Captain R. Barlow in the Phœbe, thirty-six, discovered a French frigate near Ceuta, on the Barbary shore, steering to the eastward. At half-past seven in the evening he brought her to action. An engagement commenced, and continued within pistol shot distance, till half-past nine, when the stranger being nearly unrigged, her decks covered with killed and wounded, many of her guns dismounted, and five feet of water in her hold, struck her colours. She was the forty gun frigate "Africaine," Commodore Saulnier, bound from Rochefort to Egypt, having on board four hundred troops, several thousand stand of arms, and a large quantity of ammunition. The carnage on board her was dreadful. Of her crew and troops, seven hundred and fifteen in all, Commodore Saulnier, one general, two captains, ten petty officers, three surgeons (killed in the cockpit while

attending to the wounded) and one hundred and eighty-five seamen and troops were killed, and one hundred and forty-three officers and men wounded, many of them mortally. The "Phœbe" out of her complement of two hundred and thirty-nine men, had but one man killed, and her first lieutenant, master, and ten seamen wounded.* For his gallantry, Captain Barlow received the honour of knighthood, and the "Africaine" her name changed to the "Amelia," was added to the British Navy as a thirty-eight gun frigate.

Operations on the Coast of Egypt.

March to September, 1801.

The Lords Commissioners of the Admiralty on February 11th, 1850, issued a minute, from which the following is extracted—

"With reference to Her Majesty's gracious intentions, as signified in the 'Gazette' of the 1st and 7th June, 1847, that a medal should be struck to record the services of Her Fleets and Armies during the wars commencing in 1793 and ending in 1815; Her Majesty has further been graciously pleased to grant the Military Medal to the surviving officers, non-commissioned officers, and soldiers of the Army who served in the expedition to Egypt; and Her Majesty having signified her pleasure to the Lords Commissioners of the Admiralty that measures be taken for granting the Naval Medal, or a clasp in lieu thereof, to the surviving officers and seamen of the Royal Navy who served in that expedition; such officer, seaman, or marine, as shall have already received the Naval Medal for other services, shall receive, instead of a new additional Medal, a clasp with the word 'Egypt' engraven thereon."

* The great inequality in the losses of the two ships, may be accounted for by the fact that the "Africaine" in repeated futile attempts to board the "Phœbe," crowded her deck and rigging with supernumerary men, who were literally mowed down by the grape shot and musketry of the English frigate.

The British Government having resolved to dispatch an expedition to Egypt, a naval and military force was collected at Malta, under the command of Admiral Lord Keith and General Sir Ralph Abercrombie. On February 1st, the fleet, consisting of the "Foudroyant" eighty, Admiral Lord Keith, Captains P. Beaver and W. Young; "Kent," seventy-four, Rear-Admiral Sir R. Bickerton, Captain W. Hope; "Ajax," seventy-four, Hon. A. Cochrane; "Minotaur," seventy-four, T. Louis; "Northumberland," seventy-four, G. Martin; "Tigre," Sir W. Sydney Smith, and "Swiftsure," seventy-four, B. Hallowell, and over one-hundred frigates, flûtes, and transports, having sixteen thousand troops on board, anchored in Aboukir Bay.*

* Besides the squadron mentioned, the following ships under the command of Lord Keith, were engaged in the operations on the coast of Egypt. Nearly all of them, rated as sixty-fours, fifties, forty-fours, and many of the frigates, were fitted up as troopships, with a short complement of men, only half their guns, and light masts and yards. Also a Turkish squadron of five-sail of the line, frigates, and sloops. "Active," C. S. Dairs; "Agincourt," G. F. Ryves; "Alligator," G. Bowen; "Athenian," Sir T. Livingstone; "Astrea," P. Riboleau; "Asp," (gunboat); "Blonde," J. Burn; "Bonne Citoyenne," R. Jackson; "Braakel," G. Clarke; "Ballahou," (gunboat); "Batelmardet," A. Bissel; "Cameleon," A. Maitland; "Ceres," J. Russell; "Charon," R. Bridges; "Chichester," J. Stephen; "Cruelle," E. Boger; "Cyclops," J. Fyffe; "Cynthia," J. Dick; "Dangereuse," R. Tyte; "Delft," R. Redmill; "Determinée," J. Serle; "Dido," D. Colby; "Dolphin," J. Dalrymple; "Diadem," J. Larmour; "Diana," T. Stephenson; "Dictator," J. Hardy; "Druid," C. Apthorpe; "Dragon," G. Campbell; "Dover," H. Kent; "Europa," J. Stephenson; "Entreprenante," W. Sweeney; "Eurus," D. Guion; "Experiment," J. Saville; "Expedition," T. Wilson; "El Carmen," W. Selby; "Espiegle," (gunboat); "Florentina," J. Broughton; "Fury," R. Curry; "Fulminante," J. Corbet; "Fox," H. Stuart; "Forte," L. Hardyman; "Greyhound," C. Ogle; "Gozo," W. Milne; "Good Design," R. Elliott; "Gibraltar," W. H. Kelly; "Gorgon," G. Ross; "Haerlem," G. Burlton; "Hebe," G. Reynolds; "Hector," J. Elphinstone; "Heroine," J. Hill; "Inconstant," J. Ayscough; "Inflexible," B. Page; "Iphigenia," H. Stackpoole; "Janissary," (gunboat) J. Whilley; "Kangaroo," G. Pulling; "Leda," G. Hope; "Leopard," T. Sunidge; "Madras," C. Hare; "Minorca," G. Miller; "Modeste," M. Hinton; "Monmouth," G. Hart; "Mondovi," A. Duff; "Minerva," G. Cockburn; "Niger," J. Hillyer; "Negresse," (gunboat) "Pique," J. Young; "Phœnix," L. Halstead; "Pallas," J. Edmonds; "Port Mahon," W. Buchanan; "Pegasus," J. Pengelly; "Petrel," C. Inglis; "Pigmy," A. Shepherd; "Pearl," S. Ballard; "Regulus," T. Pressland; "Roebuck," J. Buchanan; "Renommée," P. McKellar; "Resource," J. Crispe; "Romulus," J. Culverhouse;

TURKISH MEDAL FOR EGYPT.—1801.

UNIV. OF
CALIFORNIA

A continuance of bad weather prevented the disembarkation of the troops for a week, which time was spent by the enemy in preparing for the impending attack. The beach was loose sand, steeply ascending from the water's edge, and crowned by a ridge of broken rocks. On this ridge the French had placed guns and mortars, commanding the landing place, supported by a strong force of infantry, and a body of cavalry was concealed among the sand hills. On the morning of March 8th the first division of the Army, commanded by Major-General Coote, assembled in the boats of the fleet, and led by Captain the Hon. A. Cochrane, of the "Ajax," pushed for the shore. Owing to the shallowness of the water but a few of the smaller vessels could be employed to cover the movement. The "Tartarus" and "Fury," bombs, threw shells into the enemy's position, and the "Petrel," "Chameleon," and "Minorca," sloops, with their broadsides to the beach, fired on the French columns at every opportunity. The flanks of the boat flotilla were also protected by cutters, gun-vessels, and armed launches. A thousand seamen, under the command of Captain Sir Sydney Smith, had the charge of landing the artillery and stores. The boats advanced in line, and as soon as they were within range the guns of the enemy opened on them such a heavy fire of shot, shell and grape, that the surface of the water was covered with foam. The answer to this was three cheers, and "Give way, my lads, and let's get at them." The seamen plied their oars with

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"Romney," Sir H. Popham; "Sensible," R. Sause; "Stately," G. Scott; "Santa Dorotea," H. Downman; "Santa Theresa," R. Campbell; "Salamine," T. Briggs; "Spider," R. Harrison; "Sir S. Smith," C. Patey; "Scampvia," C. McGhie; "Sultana," J. Moon; "Sheerness," J. Carden; "Tartarus," T. Hand; "Termagant," C. Schomberg; "Thetis," H. Baker; "Thisbe," J. Morrison; "Trusty," A. Wilson; "Transfer," J. Nicholas; "Tourterelle," J. Ferguson; "Victor," G. Collier; "Vestal," V. Collard: "Victorieuse," J. Richards; "Virago," G. Long; "Wilhelmina," J. Lind; "Winchelsea," J. Hatley; "Woolwich," A. Campbell; "Ulysses," G. Sayer; "Urchin," J. Smith. The "Renown," seventy-four, Rear-Admiral Sir J. Warren, Captain F. Maitland; "Penelope," thirty-six, H. Backwood, and "Flora," thirty-six, R. Middleton, joined the fleet after its arrival on the coast of Egypt.

redoubled energy, and the troops, almost before the boats touched the beach, leaped overboard, formed in line, received and repelled a charge of French cavalry, gained the ridge, and routed the infantry, before the remainder of the army were on shore. The field pieces on skids in the boats, were landed with celerity, dragged up the slope, and brought into action by the seamen, who then returned to the ships for the second division of troops. In this affair the loss of the Navy was—twenty-two seamen killed, four officers, three midshipmen, and sixty-three seamen wounded. A detachment of marines, under Lieut.-Col. W. Smith, and a flotilla of gunboats and armed launches, co-operated with the Army throughout the campaign.*

Battle of Copenhagen.

April 2nd, 1801.

At the end of the year 1800, Russia, Sweden and Denmark, entered into a confederacy, which they styled an Armed Neutrality, to resist the right claimed by the British of searching neutral ships for articles contraband of war. A rupture being inevitable, on March 12th, a fleet of over fifty sail, under the command of Admiral Sir Hyde Parker, in the "London" ninety-eight, with Vice-Admiral Lord Nelson in the "St. George" ninety-eight, second in command, sailed from Yarmouth Roads for the Baltic. On board the fleet were the 49th Regiment, under Colonel Brock, two companies of the Rifle Corps, and a detachment of Artillery, the whole being under the command of Colonel Stewart. Some time was lost in useless negociations, which the Danes employed in strengthening the defences of Copenhagen. The line of the enemy having been reconnoitred, and the channel and approaches leading to it surveyed, on the morning of the 2nd of April, Lord Nelson with the following ships weighed for the attack.

* For fuller details of the Egyptian Campaign, *see* "Medals of the British Army," *page* 59, *et seq.*

"Elephant" seventy-four, Vice Admiral Lord Nelson,* Captain T. Foley, "Defiance" seventy-four, Rear Admiral T. Graves, Captain R. Retalick, "Edgar" seventy-four, G. Murray, "Monarch" seventy-four, G. R. Mosse, "Bellona" seventy-four, Sir T. B. Thompson, "Ganges" seventy-four, T. F. Fremantle, "Russell" seventy-four, W. Cuming, "Agamemnon" sixty-four, R. Fancourt, "Ardent" sixty-four, T. Bertie, "Polyphemus" sixty-four, J. Lawford, "Glatton" fifty-four, W. Bligh, "Isis" fifty, J. Walker. Frigates, "Amazon" thirty-eight, H. Riou, "Désirée" thirty-six, H. Inman, "Blanche" thirty-six, G. Hamond, "Alcméne" thirty-six, S. Sutton, "Jamaica" twenty-four, J. Rose. Sloops, "Arrow" W. Bolton, "Dart" J. Devonshire, "Cruiser" J. Brisbane, "Harpy" W. Birchall, Bomb-vessels, "Discovery" J. Conn, "Explosion" J. Martin, "Hecla" R. Hatherwell, "Sulphur" H. Witter, "Terror" C. Rowley, "Volcano" J. Brooke, "Zebra" E. S. Clay, Brigs, "Otter" G. McKinley, "Zephyr" C. Upton, Cutters and boats. The Danish defences were of the most formidable character. Eighteen ships, consisting of two-deckers cut down, block-ships, frigates, and prames, were moored in a line over a mile in extent, flanked on the north, by two batteries built on piles called the Trekoner or Crown batteries, one armed with thirty twenty-four, and the other with thirty-eight thirty-six pounders, with furnaces for heating shot; and on the south, by gun and mortar batteries on Amag Island; the ships and batteries together mounting over seven hundred guns, well manned. In addition to this, the entrance to the harbour was protected by a chain, and commanded by four two-decked block ships, a forty-gun frigate, and other small vessels. Lord Nelson's division advanced to the attack from the southwards, and at the same time the reserve under Admiral Sir H. Parker, consisting of the "London" ninety-eight, Admiral

* Lord Nelson had shifted his flag from the "St. George" to the 'Elephant," as a ship drawing less water, and more suitable for the service.

Sir H. Parker, Captain W. Domett, "St. George" ninety-eight, T. W. Hardy,* "Warrior" seventy-four, C. Tyler, "Defence" seventy-four, Lord H. Paulet, "Saturn" seventy-four, R. Lambert, "Ramillies" seventy-four, J. T. Dixon, "Raisonnable" sixty-four, J. Dilkes, and "Veteran" sixty-four, A. C. Dickson, also weighed, and endeavoured from the north to take a position near the mouth of the harbour, but with the wind and current against the ships, was unable to take any active part in the engagement. The "Edgar" led, followed by the "Agamemnon," which ship was unable to round the end of the shoal, and was compelled to anchor. Next came the "Polyphemus," "Isis," "Bellona" and "Russell" which last two ships after rounding the shoal, got ashore, within reach of the guns of the enemy. The "Elephant," bearing the flag of Lord Nelson, followed, who in opposition to his pilots, ordered his helm to be put a-starboard, and passed to the westward, and the remaining ships taking the same course, all reached their appointed stations. The battle began at ten a.m., but owing to the absence of three seventy-four gun ships, the gallant Captain Riou, with the frigates and sloops, engaged the Crown batteries, which were the strongest part of the Danish line. The engagement had continued three hours, and the "Veteran," "Defence," and "Ramillies," had been detached to support Nelson, but their progress was so slow that Sir Hyde Parker ordered the signal to discontinue the action to be hoisted.† Nelson acknowledged the signal, but ordered his own signal for close action to be kept flying, and nailed to the mast. At half-past one the Danish fire slackened, and in most of the ships ceased about two p.m. The Danes being constantly reinforced from the shore, would not allow the British to take

* Captain T. W. Hardy served on board the "Elephant" as a volunteer.

† In making the signal of recall, Sir H. Parker evidently wished to give Nelson an excuse for discontinuing the action, if the fire of the enemy proved to be overpowering, with the expectation that he would disregard it if he considered himself able to conclude the battle successfully.

possession of the ships, some of which had struck, and fired on their boats as they approached for that purpose. Provoked at this behaviour, contrary to all rules of civilized warfare, Lord Nelson almost resolved to send in his fire ships among the silenced vessels; but resolving first to try the effect of negociation, retired to his cabin, and wrote the well known letter to the Crown Prince of Denmark, which resulted in an armistice, and eventually in a peace. The battle lasted five hours, and at its conclusion the Danish flagship the "Dannebrog" was in flames, and soon afterwards blew up. As the fire of the Danes was directed chiefly at the hulls of their opponents, (but one ship the "Glatton," losing a top-mast) the loss of the British was heavy. The "Isis" had thirty-three men killed, and eighty-eight wounded, the "Monarch," Captain Mosse, had fifty-six men killed, and one hundred and sixty-four wounded, and the "Amazon" her captain, the brave Riou, and fourteen men killed, and twenty-three men wounded. The whole of the British casualties were, roughly stated, three hundred and fifty men killed and mortally wounded, and eight hundred and fifty men wounded. The loss of the Danes, at the lowest estimate, amounted to between sixteen hundred and eighteen hundred men in killed and wounded. But one of the prizes, the "Holstein," sixty, was brought to England. The thanks of Parliament were voted to the fleet, Rear-Admiral Graves received the order of the Bath; Commanders Devonshire, Brisbane, and Birchall were advanced to post rank, and the first lieutenants of the ships actively engaged, were made commanders.

THE "SPEEDY" AND "GAMO,"

May 6th, 1801.

THE "Speedy" brig, fourteen long four-pounders, Commander Lord Cochrane, having for some time greatly annoyed the Spanish coasting trade, several vessels were dispatched to capture her; one of them being the "Gamo," a large xebec

frigate mounting thirty-two guns, twelve and eight-pounders, including two heavy carronades, with a crew of over three hundred men. Just before daylight on May 6th the "Gamo" was discovered near Barcelona, and as the crew of the "Speedy" was eager to fight, Lord Cochrane decided to engage his formidable enemy. All being cleared for action, the "Speedy" made towards the frigate, and about ten a.m., received two of her broadsides without damage, not a gun being discharged in return, till the yards of the "Speedy" were locked in her opponent's rigging. The first broadside of the "Speedy," her four-pounders being trebly shotted, blew up the frigate's main deck, and killed her captain and boatswain. The enemy then twice attempted to board, but were repelled, and the action continued for an hour, broadside to broadside, the shot of the frigate cutting up the rigging and sails of the "Speedy," and killing two, and wounding four of her crew. The doctor of the "Speedy" (Guthrie) volunteering to take the helm, the order was given to board, and in a few seconds Lord Cochrane followed by every man and boy of the "Speedy," was on the enemy's deck. For some minutes a desperate contest was carried on, but the Spanish colours being hauled down by one of the men of the "Speedy," the crew of the "Gamo" threw down their arms and surrendered. Out of a crew of fifty-four men and boys, the "Speedy" had three men killed, and Lieutenant Parker and seventeen men wounded. The loss of the "Gamo" was her Captain* boatswain, and thirteen men killed, and forty-one wounded. The "Speedy" took her prize into Port Mahon, several Spanish gunboats who witnessed the encounter, not venturing to rescue the frigate. For this brilliant action Lord Cochrane was posted, and Lieutenant Parker promoted to be Commander.

* The Spanish Officer who was next to the slain Captain of the "Gamo" in rank, asked his captor for a certificate that he had done his duty. Lord Cochrane gratified him with a document stating that he certified that "Don——had conducted himself like a true Spaniard," and afterwards had the satisfaction of hearing that this testimonial had procured the recipient promotion in the service of his country.

Sir J. Saumarez's Action with French and Spanish Squadrons. Gut of Gibraltar, July 12th, 1801.

On July 7th, the British squadron under the command of Sir J. Saumarez, made an attack on three French ships of the line, and a frigate, moored under the batteries in Algesiras Bay. After a well fought action of four hours duration, the British ships retired to Gibraltar to repair damages, leaving the "Hannibal" seventy-four, Captain Ferris, which had run aground, in the possession of the enemy. Two of the French ships ran ashore, but were got afloat the next day. The French Admiral Linois, apprehensive of another attack, sent to Cadiz for assistance, and on July 9th, Vice Admiral de Moreno, with six sail of the line and some frigates, stood into Algesiras Bay, with the intention of removing the French ships and their prize to Cadiz, for safety. The combined fleet then consisted of nine ships of the line, two of one hundred and twelve guns, one of ninety-six, three of eighty, and three of seventy-four guns, besides frigates. The British ships were removing their wounded, and repairing their damages, which were very considerable; the "Pompeé" seventy-four, being so shattered, that her crew was employed in re-fitting the other ships. The "Cæsar," flag ship, was in such an unserviceable state, that the Admiral shifted his flag to the "Audacious," but her crew declared they would work night and day to get the ship ready to meet the enemy.*

* As an instance of the spirit which animated the seamen; while the "Cæsar" was lying off Europa Point and had just hoisted the signal to prepare for action, a small boat with two men was seen pulling towards her, and on getting alongside the men were found to be two of the ship's crew, who had been wounded in the action off Algesiras, and sent to the hospital at Gibraltar. On seeing the ship under sail, the gallant fellows asked permission of the surgeon to rejoin their ship, and being refused, as unfit, they escaped from the hospital, and taking the first boat they could find, pulled off to the "Cæsar." Two of the crew of the "Pompeé," who had not been distributed among the other ships, secreted themselves on board the "Cæsar," and the day after the action requested the captain to intercede for them with their own captain, as follows:—"Sir, we belong to the Pompeé, and finding our ship could not get out, we stowed our-

About noon on July 12th, the combined fleet began to move; and the "Cæsar" warped out of the mole, with her band playing "Come cheer up my lads, 'tis to glory we steer," which was answered by the military bands on the mole head, with "Britons strike home"; the flag of Sir J. Saumarez was re-hoisted, and the squadron signalled to prepare for action. The British ships comprised the "Cæsar" eighty, Rear-Admiral Sir J. Saumarez, Captain J. Brenton, "Venerable" seventy-four, S. Hood. "Spencer" seventy-four, H. D. Darby, "Superb" seventy-four, R. G. Keats, "Audacious" seventy-four, S. Peard, "Thames" thirty-two, A. P. Holles, "Calpe" sloop, Hon. G. H. Dundas, "Louisa" brig, and the Portuguese frigate "Carlotta" Captain C. Duncan. About eight p.m. Sir J. Saumarez stood after the combined fleet, then almost out of sight, and the "Superb" being the best sailer, Captain Keats was ordered to crowd all sail, and attack the first ship of the enemy he came up with. By eleven p.m. the "Superb" was nearly four miles ahead of the "Cæsar," and soon after came up with the "Real Carlos" one.hundred and twelve, on the larboard beam, and another three decker, the "Hermangildo," nearly abreast of her. Captain Keats opened fire on both of them at about three cables distance, shot away the fore topmast of the "Real Carlos," and put the crews of both ships into such confusion, that they fired at each other, as well as at the "Superb."

In about a quarter of an hour, Captain Keats saw that the ship which had lost her fore topmast was on fire, upon which he ceased to molest her, and stood after the "San Antonio," seventy-four, which ship, after an action of about half an hour, hailed to say she had surrendered, just as the "Cæsar" and "Venerable," came up. Meanwhile the "Real Carlos" and "Hermangildo," ran foul of each other, both were soon in flames fore and aft, and shortly after midnight blew

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selves away in this ship, and in the action quartered ourselves to the tenth gun on the lower deck, opposite ————," the officer in command of this division of guns, who confirmed their statement.

up, with the greater part of their crews. The "Superb" and "Calpe" were left to secure the prize, and remove the prisoners, while the "Cæsar" and other ships pursued the flying enemy. About five in the morning the "Venerable" came up with the "Formidable," eighty, and engaged her for an hour and an half, till her own main mast went by the board, and her opponent made off for Cadiz, but kept up for some time a galling fire on the "Venerable" from her stern guns. Just before eight a.m. the fore mast of the "Venerable" went over the side, and she was carried by the current on a shoal about twelve miles from Cadiz. About the same time her mizzen mast fell, and the remainder of the enemy's ships, five sail of the line and four frigates, seemed inclined to bear down and attack her, but observing the "Cæsar," "Superb," and "Audacious" approaching, they hauled up, and entered Cadiz. At two p.m. the "Venerable," by the assistance of the "Thames" and boats of the squadron, was hove off, and the "Thames" took her in tow. Before sunset she was off Cape Trafalgar, under jury masts, and fit for action, had an enemy appeared. Her loss was heavy; her master, and seventeen men being killed, and four officers, and eighty-three men wounded. The "Superb" had Lieutenant Waller, and fourteen men wounded. On board the two Spanish three deckers nearly two thousand men perished. The Captains, Officers, and crews of the squadron, received the thanks of Parliament. Sir J. Saumarez was created a Knight of the Bath, and granted a pension of £1200 per annum.

The "Sylph" and "Artémise,"

September, 28th, 1801.

On the evening of September 28th, the eighteen gun brig "Sylph," Captain C. Dashwood, cruising about forty leagues to the northwood of Cape Pinas, discovered and chased a large French frigate. At half-past seven p.m. the "Sylph," after tacking and exchanging a broadside or two, placed herself on

the weather bow of her opponent, and a hot action began and continued for two hours, when the frigate wore, and made sail away. The sails and rigging of the brig were so damaged that she was unable to pursue, or renew the action, but the only casualty on board her, was a midshipman wounded. On the 31st of July preceding, the "Sylph" engaged a French frigate for an hour and an half, off Santander, but the rigging of the "Sylph" being much cut up, and she having received some shots between wind and water, the enemy escaped, and the "Sylph" returned to Plymouth to re-fit. Captain Dashwood supposed that his antagonist of September 28th, was the same ship, but her real name and force, are still shrouded in mystery.

The "Pasley" and "Rosario."

October 28th, 1801.

The hired brig "Pasley," sixteen, Lieutenant W. Wooldridge, when about twenty leagues off Cape de Gata, on October 28th, was discovered and chased by a Spanish privateer. Being to windward, the Spaniard soon came up with the "Pasley," and brought her to action. After an engagement of about an hour, the brig finding the guns of her opponent too heavy for her, and her rigging cut to pieces, ran aboard the privateer, and lashed the latter's bowsprit to her own capstan. The British immediately boarded, and after a desperate hand to hand conflict of fifteen minutes, the privateer was in their possession. She was the "Virgen del Rosario," of twelve guns, two being long twenty-four pounders, and ninety-four men. Her first and second captains, lieutenant, two prize masters, gunner, and fifteen men were killed, and thirteen officers and men wounded in the engagement. The "Pasley," out of a crew of fifty-four men and boys, had her gunner and two seamen killed, and her master mortally wounded, and her commander, first mate, and five men wounded. For this affair, Lieutenant Wooldridge was promoted to the rank of commander.

The "Scorpion," "Beaver," and "Atalante." March 31st, 1804.

In March, 1804 the eighteen-gun sloop "Scorpion," commander G. N. Hardinge, was detached by Rear-Admiral Thornborough, to cruise off the Vlie passage at the entrance of the Texel, in search of two Dutch brigs. The two Dutch vessels were discovered at anchor in the road, and having reconnoitred their position, Commander Hardinge resolved to cut out the outermost, the "Atalante," sixteen long twelve pounders, and seventy-six men, with his boats. On March 31st, just as he was about to embark, the fourteen-gun sloop "Beaver," Commander C. Pelly, joined company, who volunteered to serve under Commander Hardinge. At half-past nine in the evening, five boats, with sixty officers and men, headed by the two commanders, put off from the "Scorpion," and in two hours got alongside the "Atalante," which had her boarding nettings up, and was fully prepared to resist an attack. Commander Hardinge was the first man on the enemy's deck, where he was soon followed by his men. At the first rush of the British some of the Dutch left their quarters and ran below, but those who remained, headed by their captain (Carp*) fought desperately, and did not surrender till the captain, who refused quarter, and three seamen were killed, and their first lieutenant, two other officers, and eight men were wounded. On the side of the victors, Lieutenant Bluett, the master (Williams), a midshipman, and two seamen were wounded, all belonging to the "Scorpion." A heavy gale coming on, the British were unable to put to sea for forty-eight hours, during which time two of their boats broke adrift, and two were swamped alongside. At length, the

* Commander Hardinge buried the slain Captain Carp, "as brave a man as any service ever boasted," with all the honours of war. "During the ceremony, the Dutch colours were hoisted, all the Dutch prisoners were liberated, one of them delivered an *éloge* upon the hero they had lost, and we fired three volleys over him as he descended into the deep." His servant was sent ashore with the effects of the deceased, to be delivered to his relatives.

wind shifting, the "Atalante" weighed, and after three days beating about in an intricate channel, full of shoals, gained the open sea. For this well-planned and executed exploit, Commander Hardinge was posted, and Lieutenant Bluett made commander. The Patriotic Fund also presented him, and Commander Pelly, with swords of the value of one hundred guineas each, and swords valued at fifty guineas each were presented to Lieutenant Bluett and two other officers.

The "Centurion," with "Marengo," and Two Frigates.*

September 18th, 1804.

On September 18th, the "Centurion," fifty, Captain J. Lind, was lying at anchor in Vizagapatam Road, waiting to convoy two Indiamen to Madras, when a line of battle ship and two frigates, came in sight in the south west, with all sail set. They were the "Marengo," seventy-four, Rear-Admiral Linois; the "Atalante," forty, and "Semillante," thirty-six, which steered directly for the road without showing any colours. Captain Lind being on shore, the first lieutenant, J. R. Phillips, took command of the "Centurion," signalled to the Indiamen to provide for their own safety, cut his cable and prepared for action. One of the Indiamen ran on shore and was lost in the surf, and the other, though mounting twenty-four twelve-pounders, struck her colours without firing a shot, and was taken possession of by the "Semillante." Shortly after ten a.m., all three ships hoisted French colours, and the "Centurion" opened fire on the "Atalante." An engagement of an hour followed, the "Marengo" and one frigate being on the starboard, and the other frigate on the larboard quarter of the "Centurion." A battery of three guns on shore, under the command of Col. Campbell of the 74th Regiment, gave some assistance to the "Centurion," but the range was too great for its fire to have

* Eleven medals were claimed by the survivors of this action.

much effect. At eleven o'clock the "Marengo" tacked and stood out to sea, followed by the frigates, and about the same time Captain Lind with great difficulty got on board his ship. The rigging and sails of the "Centurion" were so much cut to pieces as to make her unmanageable, so Captain Lind anchored at the back of the surf, about a mile and a half to the north east of the town, and prepared to resist another attack. The French ships again stood in, and renewed the action, the "Marengo" anchoring abreast of the "Centurion" and the "Atalante" under sail on her quarter. The "Semillante" was employed in taking possession of the Indiaman. After an action of about two hours, the lower deck guns of "Centurion" being the only ones that would reach the enemy, the "Marengo" cut her cable, and with the frigates and her prize, made sail away. The masts, sails, and rigging of the "Centurion" were much damaged, and she had received several shot in her hull between wind and water; but her loss was only one man mortally, and nine slightly wounded. For this gallant defence, Captain Lind received the honour of knighthood, and Lieutenant Phillips was promoted to the rank of commander.

The "Arrow," and "Acheron," and two French Frigates.

February 3rd, 1805.

On February 3rd, at daylight, near Cape Caxine, the British sloop "Arrow," twenty-eight, Captain R. B. Vincent, and the bomb-ship "Acheron," eight, Captain A. Farquhar, in charge of a convoy of thirty-four merchant vessels from Malta to England, fell in with the French frigates "Hortense," forty, and "Incorruptible," thirty-eight. Signalling the convoy to disperse and make all sail to the appointed rendezvous, the two British ships placed themselves between their charge and the enemy. Before daylight the next morning, the frigates commenced an intermittent action with their opponents, which lasted nearly five hours, when the

British ships, their sails and rigging cut to pieces, and their hulls much shattered, hauled down their colours and surrendered. The "Arrow," which had received many shot between wind and water, and four of her guns dismounted, sank directly after her capture, almost before her surviving crew had been removed, and the "Acheron" was so much damaged that her captors set her on fire. The "Arrow," out of her complement of one hundred and thirty-two men and boys, had thirteen men killed, and twenty-seven wounded, the "Acheron," with a crew of sixty-seven, had three men killed, and eight wounded. By the noble defence of the British vessels, thirty-one sail of the convoy escaped capture. Both the commanders were promoted to post rank, and the Patriotic Fund presented each with a sword of one hundred guineas value.

The "San Fiorenza" and "Psyche,"

February 14th, 1805.

On February 13th, the thirty-six gun frigate "San Fiorenza," Captain H. Lambert, discovered three ships at anchor near Vizagapatam. These were the "Psyche," thirty-two, Captain Bergeret, and two sail, her prizes, which immediately weighed and made off, pursued by the "San Fiorenza." After a chase of thirty-six hours, Captain Lambert came up with one of the ships, which he re-captured. Leaving a midshipman in charge of the prize, Lambert stood after the frigate, and her companion, which he found had been the "Pigeon," but was now the "Equivoque," privateer, of ten guns and forty men, commanded by one of Captain Bergeret's lieutenants. Soon after eight p.m., the "San Fiorenza" got within gun shot of the French frigate, and a hot action commenced, the "Equivoque" occasionally taking a part, which lasted till half-past eleven, p.m., when the "San Fiorenza" hauled off to repair her rigging. A half an hour later, Captain Lambert bore up to renew the contest, but just

as he was about to re-open fire, a boat came from the "Psyche" to say that from motives of humanity Captain Bergeret had surrendered, though he might have continued the action much longer. On boarding the captured ship the cause of her striking was evident. Her second Captain, two lieutenants, and fifty-four men lay dead on her deck, and seventy officers and men were wounded. The "San Fiorenza" had a midshipman and eleven men killed, and her master, two officers, and thirty-three men wounded. Though nominally, almost of equal force, the "San Fiorenza" was a larger vessel than the "Psyche," and the weight of her broadside almost double that of her opponent.

The "Phœnix," and "Didon,"

August 10th, 1805.

The "Didon," forty-six, Captain Milius, one of the finest frigates in the French Navy, with a picked crew, was cruising at the beginning of August, in the south western part of the Bay of Biscay, where on August 10th, she was met by the "Phœnix," forty-two, Captain T. Baker, who bore down, and brought her to action. The French frigate lay to, and gave the "Phœnix" three raking broadsides as she came up to windward, and engaged her opponent at pistol shot distance. A desperate conflict raged for some time, during which the two ships came in contact, and the French made a determined attempt to board, which was repelled with loss, and the deck of the "Didon" strewed with killed and wounded by a discharge of grape shot. The ships then separated, and again engaged broadside to broadside, when the "Phœnix" so cut up in her rigging, as to be almost unmanageable, ranged ahead, the "Didon" with her hull shattered and her main topmast shot away, got beyond gunshot, and each ship began repairing her damages. The engagement had lasted nearly three hours, and just as the vessels parted, the foremast of the "Didon" went overboard. The "Phœnix" having

quickly knotted and spliced her rigging, and taking advantage of a breeze which had sprung up, made sail towards her adversary, and was about to re-open her fire, when the French frigate at about a quarter-past twelve hauled down her colours. The loss of the "Phœnix," out of her crew of two hundred and forty-five, was her second lieutenant, and eleven men killed, and her lieutenant of marines, two midshipmen, and twenty-five men wounded. The "Didon" with a crew of three hundred and thirty men, had her second Captain and twenty-six officers and men killed, and forty-four men wounded. The "Didon" was two hundred tons larger than the "Phœnix," and in the weight of her broadside, and number of her crew, much superior to her captor. Captain Baker with his prize, made for Gibraltar, and narrowly escaped capture by the Franco-Spanish fleet, on its way to Cadiz. By a combination of skill and good fortune he avoided the danger, changed his course to the northward, and on September 3rd, arrived with both ships in Plymouth Sound. The "Didon" was added to the British Navy by the same name.

BATTLE OF TRAFALGAR, October 21st, 1805.

See ante, page 43.

SIR R. STRACHAN'S ACTION OFF FERROL, November 4th, 1805.

See ante, page 45.

BATTLE OF ST. DOMINGO, February 5th, 1806.

See ante, page 46.

THE "LONDON" AND "AMAZON," WITH "MARENGO" AND "BELLE POULE,"* March 13th, 1806.

REAR Admiral Linois in the "Marengo," seventy-four, with the "Belle Poule," forty, in returning to France from the East Indies, at half-past three in the morning of March 13th,

* Twenty-eight medals were claimed by the survivors of this action.

in latitude N 26°, longitude W. 29° 30′, fell in with a British squadron, under the command of Vice Admiral Sir J. B. Warren, comprising the "Foudroyant," eighty, flag, Captain J. C. White, "London," ninety-eight, Captain Sir H. Neale, and "Amazon," thirty-eight, Captain W. Parker. At daybreak the "London" got alongside the "Marengo" and brought her to close action, and a running fight followed, which lasted nearly five hours, when the French ship surrendered. The "Amazon" about seven a.m. engaged the "Belle Poule," which frigate hauled down her colours about ten minutes after the surrender of the "Marengo," the "Foudroyant" being then fast approaching. The loss of the "London" was a midshipman and nine men killed, and twenty-one men wounded; the "Amazon" had her first lieutenant (Seymour,) a lieutenant of marines, and two men killed, and her master, and five men wounded. The "Marengo" had sixty of her crew killed, and 82 men wounded, among the latter being Admiral Linois, and his Captain. The "Belle Poule" had six men killed, and thirty-four wounded.

The "Pique," with the "Phæton" and "Voltigeur." March 26th, 1806.

On the morning of March 26th, the "Pique," thirty-six, Captain C. B. Ross, between St. Domingo and Curacoa, chased two French brigs, the "Phæton" and "Voltigeur," each carrying sixteen guns, and one hundred and fifteen men. About two p.m. the frigate closed with the brigs, and after an action of about twenty minutes, the "Phæton," being crippled in her rigging, fell on board the "Pique" and was instantly boarded by Lieutenants Ward and Baker, the Master (Thomson) and a lieutenant of Marines, with about twenty-five men, while the frigate stood after the "Voltigeur," which was making off under all sail. Immediately the "Pique" was clear of the "Phæton," her officers and crew who had lain concealed under their fallen sails, sprang up

and poured such a destructive fire into the British boarders, that the Master and eight men were killed, and all the other officers, and eleven men wounded, almost destroying the whole party. The frigate, becoming aware of the state of things, backed her sails, and sent a boat load of men to board the "Phæton," who in a few minutes compelled the Frenchmen to call for quarter and surrender. The "Pique" then crowded sail after the "Voltigeur," and coming up with her she struck without any opposition. The loss of the "Pique" including one man killed during the chase, was nine men killed, and fourteen wounded. The loss of the "Phæton" was severe, but that of the "Voltigeur" very slight. Both being new vessels of about three hundred and twenty tons each, they were added to the British Navy under the names of the "Mignonne" and "Musette."

The "Sirius," with a French Flotilla.*

April 17th, 1806.

The "Sirius," thirty-six eighteen-pounders, Captain W. Prowse, while cruising near Civita Vecchia, learnt that a flotilla of French vessels was on the point of sailing thence for Naples. Captain Prowse immediately went in quest of the enemy, and on the afternoon of April 17th discovered the object of his search lying to in compact order near a shoal, awaiting his attack. The flotilla consisted of the corvette "Bergere," eighteen-twelve pounders, and a thirty-six pounder carronade, three brigs, a bomb vessel with two heavy mortars, a cutter, and three gun ketches, carrying altogether ninety-seven guns, several of them of heavy calibre. Soon after sunset, the "Sirius" got within gun shot of the enemy, about two leagues from the north of the Tiber, and at seven p.m. opened her fire. An action at pistol shot distance continued for two hours, when the Commodore's ship "Bergere" hailed to say she had surrendered. The "Sirius"

* Twelve medals were issued to the survivors of this action.

being crippled in her rigging, the smoothness of the water enabling the enemy to use their heavy guns with great effect, was prevented from pursuing the flotilla, some of the vessels of which were much damaged and had ceased firing. The "Sirius" had a master's mate and eight men killed, and three officers and seventeen men wounded. For this action, a vase of the value of one hundred guineas was presented to Captain Prowse by the Patriotic Fund.

The "Blanche" and "Guerriere,"
July 19th, 1806.

The British Admiralty having been informed of the great havoc made among the Greenland whale ships by three French frigates, ordered three frigates to cruise off the Shetland Islands in search of them, under the command of Captain T. Lavie, in the thirty-eight gun frigate "Blanche." This ship arrived at the rendezvous on July 13th, and Captain Lavie hearing that a French ship had been seen off the Faro Islands, proceeded thither. On the 18th he discovered the "Guerriére," forty, standing towards him, but finding the "Blanche" was not one of her consorts, she bore up, and made all sail away. Captain Lavie gave chase, and coming up with the enemy shortly after midnight, gave her two broadsides before she returned a shot. After an action which lasted about three quarters of an hour, the "Guerriére" having lost her mizzen-topmast, and much damaged in her hull, hauled down her colours.* Her loss was twenty men killed, and

* Just before the action commenced, Captain Lavie summoned his crew to the break of the quarter deck, and thus addressed them—"My lads, there is a French frigate before you, I give you half an hour to take her. Now go to your quarters, and remember not a shot is to be thrown away." This laconic address was received with three cheers. While preparing to remove the prisoners, the "Blanche" drifted a little to the leeward, and one of the lieutenants of the "Guerriere" thinking a chance presented itself of re-taking the ship and escaping, there being not more than thirty of the "Blanche's" crew on board the prize, suddenly knocked down the Englishman at the wheel, and seizing it himself, shouted to his men to come forward

thirty wounded. The "Blanche" did not lose a man, and had but a lieutenant, and three men wounded. In this running fight, the hull of the British frigate was not struck by a single round shot, and the trifling damage she sustained, may be attributed to the fact that many of the crew of the "Guerriére" were sick with the scurvy, and unable to leave their cots. Captain Lavie received the honour of knighthood, and his prize was added to the British Navy.

The "Arethusa," "Anson," and "Pomona,"
August 23rd, 1806.

On the morning of August 23rd, the "Arethusa" thirty-eight, Captain C. Brisbane, and "Anson," forty-four, Captain C. Lydiard, while cruising off Havanna, discovered the Spanish frigate "Pomona" thirty-four, endeavouring to enter the harbour. Driven to the leeward by the current, and seeing the frigates coming up, the "Pomona" anchored within pistol shot of a castle mounting eleven thirty-two pounders, where she was presently joined by twelve gunboats from Havanna, each carrying a long twenty-four pounder, which formed in line ahead of her. At ten a.m. the British frigates anchored, the "Anson" abreast of the line of gun-boats, and the "Arethusa" with but one foot of water under her keel, close alongside the "Pomona." After a hot engagement of little more than half an hour, the "Pomona" struck her colours, three of the gun-boats were blown up, six sunk, and the others driven ashore. The castle continued the action a little longer, firing red hot shot, which set the "Arethusa" on fire, but the flames were speedily extinguished, and a tremendous explosion occurring in the castle, its fire ceased, and the

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and assist him in clearing the deck of their enemies. The presence of mind of Lieutenant Davies of the "Blanche," defeated this attempt almost before the shout of the French officer had died away. Grasping him by the collar, Davies lifted the unfortunate Frenchman up by main strength, and dashed him headforemost down the after hatchway, and then drawing his sword, put to flight two or three of his men who had responded to the call of their officer.

"Pomona" was brought out, and taken to Port Royal. Her captain, and twenty men were killed, and two officers and thirty men wounded. She had on board a considerable quantity of plate and merchandise, which was shared among her captors. Her name being changed to the "Cuba," she was added to the British Navy. In this spirited affair, the "Arethusa" had two men killed, and her gallant captain, two officers, and twenty-nine men wounded. The "Anson" had not a man hurt. Swords of the value of one hundred guineas each, were voted to Captains Brisbane and Lydiard, by the Patriotic Fund.

Capture of Curacoa. January 1st, 1807.

See ante, page 47.

The "Pickle" and "La Favorite."

January 3rd, 1807.

The "Pickle," schooner, ten guns, Lieutenant D. Callaway, on January 3rd, cruising near the Lizard, saw a cutter steering to the westward, under a press of sail, and a brig in chase of her. The "Pickle" joined in the chase, and about ten a.m. came up with the cutter. After exchanging a few broadsides, Lieutenant Callaway ran alongside, boarded, and in a few minutes was in possession of the French cutter privateer "La Favorite," fourteen guns, with a crew of seventy men, one of whom was killed, and two wounded. The "Pickle" had none killed, and but three men wounded.

The "Hydra" at Begur.

August 6th, 1807.

On the evening of August 6th, the "Hydra" thirty-eight, Captain G. Mundy, chased into the harbour of Begur, on the Coast of Catalonia, a polacca ship, and two brigs. On the

following morning the vessels were seen lying under a tower and battery on a cliff, and Captain Mundy resolved to cut them out. Just before one p.m., the "Hydra" anchored with springs on her cables, at the entrance of the harbour, and opened fire on the battery, which was returned. After an hour's cannonading the fire of the enemy slackened, and Captain Mundy ordered part of his boats, with fifty seamen and marines commanded by Lieutenant Drury, with Lieutenant Hayes of the marines, to land and drive the enemy from the battery. Under a heavy fire of grape and musketry, the British scaled the cliff, and attacked the fort, the defenders of which spiked the guns, and rushed out at one side as the assailants entered on the other. The "Hydra" then directed her fire solely at the ships, and Lieutenant Drury, leaving Lieutenant Hayes with most of the marines in charge of the fort and heights, with the seamen, cleared the town, and seizing some boats on the beach, boarded the vessels. By four p.m. the captured ships were warped out of the harbour, against a fresh breeze, under a galling fire of musketry, and the marines were re-embarked. The prizes were the "Eugene," sixteen guns, and the brigs "Caroline," twelve guns, and "Rosario," four. One seaman was killed, and two wounded, on board the "Hydra," and four men of the landing party were wounded.

THE "COMUS," AND "FREDERICKSCOARN."

August 15th, 1807.

A Danish frigate having put to sea from Elsineur, on the night of August 12th, Admiral J. Gambier dispatched the "Defence," seventy-four, Captain C. Ekins, and the "Comus," twenty-two, Captain E. Heywood, in quest of her. On the 14th, the "Comus" having been ordered to make sail ahead, discovered the enemy, and about midnight got within hail of the frigate "Frederickscoarn," thirty-two guns, which refused

to heave to. A warm action commenced and continued for forty-five minutes, when the Danish ship, from the disabled state of her rigging, fell on board the "Comus." The moment the ships touched, a party from the "Comus" headed by Lieutenants Watt and Knight, boarded the "Frederickscoarn, and after a short resistance, carried her. Her loss was twelve men killed, and twenty wounded. The "Comus," received but little damage, and had but one man wounded.

The "Louisa" and Privateer,

October 28th, 1807.

While cruising in the Channel, the tender "Louisa," four three pounders, Lieutenant J. Hoy, with a crew of eighteen men, was attacked by a French privateer, mounting fourteen guns. After a sharp action, the privateer sheered off, and made sail away, the "Louisa" being too much damaged in her rigging to pursue. For this gallant defence, Lieutenant Hoy was promoted to the rank of Commander in November following.

The "Carrier" and "L'Actif,"

November 14th, 1807.

On the afternoon of November 14th, the cutter "Carrier," four guns, acting Lieutenant W. Milne, discovered a strange sail in the North Sea, about ten leagues from Cromer. At four p.m. the "Carrier" got nearly alongside the stranger, which hoisted French colours, and an action commenced, which lasted for three quarters of an hour, when the enemy called for quarter and surrendered. The prize was the privateer cutter "L'Actif," pierced for eight guns, but had only two mounted when taken. Of her crew of thirty-two, four were wounded. The "Carrier" had not a man hurt of her crew of sixteen.

The "Anne" with Spanish Gun-boats, November 24th, 1807.

The British hired brig "Anne," ten twelve-pounder carronades, Lieutenant J. MacKenzie, with the Spanish lugger privateer "Vansigo," her prize, in company, with nine of the "Anne's" men on board; on November 24th, near the island of Tarifa, was chased by ten Spanish gun-boats. Lieutenant MacKenzie, finding it impossible to escape, owing to the calm state of the weather, shortened sail, and prepared to resist the impending attack. About half-past ten a.m. all the gun-boats had come up and opened a heavy fire on the two ships. Soon afterwards, the "Vansigo," having hailed to say that three of her prize crew were killed, surrendered to the enemy. By eleven o'clock the "Anne" had dismasted one of the gun-boats, and compelled two others to strike, but having already forty-two prisoners on board, with but twenty-nine men to guard them, Lieutenant MacKenzie did not attempt to take possession of his prizes. The action lasted till about one p.m. when the Spaniards gave up the contest, and made off, taking the "Vansigo" with them. Considering that this engagement was sustained by the "Anne" for a great part of the time within pistol shot of the enemy, it is surprising to find that she had not a man injured.

The "Sappho" and "Admiral Yawl," March 2nd, 1808.

The eighteen-gun brig "Sappho," Commander G. Langford, being off Scarborough, fell in with, and chased the Danish brig "Admiral Yawl," twenty-eight guns, twelve being eighteen pounders. On coming up, the Dane fired a broadside at the "Sappho," who brought her opponent to close action, which lasted thirty minutes, when the "Admiral Yawl" struck her colours. Her loss, out of her complement of eighty-three men, was her second officer, and one man killed. The "Sappho" had two men wounded.

The "San Fiorenza," and "Piémontaise."

March 8th, 1808.

On the 4th of March, the "San Fiorenza," thirty-six guns, Captain G. N. Hardinge, on her passage from Ceylon to Bombay, discovered the French frigate "Piémontaise," forty guns, in chase of three East Indiamen. The "San Fiorenza," immediately made all sail towards the strange frigate, who changed her course and stood away. At twenty minutes to twelve p.m. the "San Fiorenza" got within gun-shot of her enemy, and after an action of ten minutes, the "Piémontaise" made off under all sail. Captain Hardinge resumed the chase, and by twenty minutes past six the next morning, being less than half a mile off his opponent, both ships wore, the "Piémontaise" hoisted her colours, and the action re-commenced. At a quarter past eight, the enemy ceased firing, and made sail away before the wind, the "San Fiorenza," having her main-royal mast, and foretopsail yard shot away, and her rigging and sails cut to pieces, being disabled from immediate pursuit. While the British frigate was repairing her damages, the "Piémontaise" crowded sail to the eastward, and at daylight on March 8th, was about four leagues distant. At 9 a.m. the "San Fiorenza" having re-fitted, made sail after her enemy, and the "Piémontaise" finding a renewal of the action unavoidable, tacked, and at 4 p.m. the two frigates, at a distance of about eighty yards, re-opened their fire. At the second broadside from the "Piémontaise," Captain Hardinge fell, and Lieutenant W. Dawson took command of the "San Fiorenza." After a severe and close action of an hour and a half, her masts and bowsprit badly wounded, the French frigate struck her colours. Of her diminished crew of one hundred and eighty-six men and boys, in the three days' actions, the "San Fiorenza" had her Captain and twelve men killed, and twenty-five men wounded, but few of them dangerously. The "Piémontaise," besides her regular crew of three hundred

and sixty-six Frenchmen, had on board two hundred Lascars, taken out of captured Indiamen, and of these, forty-eight officers and men were killed, and one hundred and twelve wounded. The next morning, the three masts of the "Piémontaise" fell over her side, but she was taken in tow by her captor, and on March 13th, the two frigates anchored in the road of Colombo, Ceylon. The "Piémontaise" was added to the British Navy, and Lieutenant Dawson, promoted to the rank of Post-Captain, afterwards commanded her. A monument was erected by Government in St. Paul's Cathedral, to the memory of the gallant Captain Hardinge.

The "Emerald" at Vivero.

March 13th, 1808.

Captain T. L. Maitland in the "Emerald," thirty-six gun frigate, cruising off Vivero, on the Coast of Spain, March 13th, saw a large French schooner lying in the harbour, and stood in to capture or destroy her. At half past five p.m., a fort on the right opened fire on the frigate, and presently, as soon as the ship was within range, another fort a mile further in, on the left, commenced firing. Captain Maitland despatched a party of men in his boats, under his first Lieutenant Bertram, with Lieutenants Meech, and Husband of the marines, to storm the outer fort, while the "Emerald" stood in as close as the depth of water permitted, and engaged the inner one.

Lieutenant Bertram captured the fort on the right hand, and spiked the guns, and then proceeded to take the schooner. In the meanwhile, another party under Lieutenant Smith, advanced against the inner fort, defeating a body of Spaniards who opposed him on landing, but owing to the darkness of the night, and the fort being silenced by the frigate, he missed his way to it, and returned. After a skirmish with the crew of the schooner, the "Atropos," of eight guns, from the Isle of France, with dispatches; the British attempted to get her

afloat, she having run on shore during high water. Finding all his efforts useless, under a galling fire of musketry, from the enemy posted among the rocks, Lieutenant Bertram set the vessel on fire and destroyed her, and returned to his ship. The loss of the "Emerald" in this affair was rather heavy. Nine seamen and marines were killed, and Lieutenant Bertram, two lieutenants of marines, twelve men wounded. For his gallant conduct, Lieutenant Bertram was promoted to the rank of Commander.

The "Childers" and "Lougen,"
March 14th, 1808.

On March 14th, the "Childers," fourteen twelve-pounder carronades, Captain W. H. Dillon, with a crew of sixty-five men and boys, cruising off the coast of Norway, chased a vessel in shore, and sending in two boats, after a trifling opposition, boarded, and brought her out. The prize was a Danish galliot laden with oil and fish. Before the "Childers" had hoisted in her boats, a large brig was seen bearing down towards her, with the apparent intention of re-taking the prize. On the approach of the stranger, the Danish brig "Lougen," twenty guns, of which eighteen were long eighteen pounders; the "Childers" fired a shot over her, when she hauled up, and stood in for the shore. The "Childers" pursued, and the two ships about six p.m. exchanged broadsides at half gun shot distance. An action which lasted three hours followed, the "Lougen" keeping so near the shore that she could not be seen by Captain Dillon, who could only direct his fire, by the flashes of the guns of his enemy. Finding himself considerably damaged by the heavy metal of the Dane, Captain Dillon stood out to sea, in hope of getting his opponent to follow him, and bringing her to closer action. The "Lougen" presently followed, and at eleven p.m. was three miles from the land. The "Childers" tacked, and endeavoured to weather her adversary, but being

unable to do so, passed close under her lee, and gave her a broadside of round shot and grape, receiving in return several shot between wind and water. The "Lougen" then made sail for the shore, and the "Childers," her masts badly wounded, her rigging cut, and five feet of water in her hold, was unable to renew the action. After lying to all night to repair her damages, and barely able to keep afloat, the "Childers" with her prize, made sail for Leith. Her loss was the captain's clerk, and one man killed, her commander, two midshipmen, and six men wounded. Captain Dillon and his crew received the approbation of the Admiralty, and he was promoted to post rank. A sword of the value of one hundred guineas, also was presented to him by the Patriotic Fund.

THE "STATELY," "NASSAU" AND "CHRISTIAN FREDERIC,"

March 22nd, 1808.

THE sixty-four gun ships "Stately," Captain G. Parker, and "Nassau," Captain R. Campbell, cruising on the coast of Jutland, near the Great Belt, on March 22nd, chased a strange sail, which proved to be the Danish ship of the line, "Prince Christian Frederic," seventy-four. At twenty minutes to eight p.m. the "Nassau" got near enough to open fire on the Dane, and shortly afterwards the "Stately" came up, and joined in the action. A running fight was maintained until half-past nine p.m. when the "Prince Christian Frederic" being less than five hundred yards from the shore, struck her colours. The prize had scarcely been taken possession of, when she ran aground, and her captors were unable to get her afloat. The prisoners were removed, and the next day, as the Danes were bringing artillery to the coast, and the wind blowing strong on the shore, the "Prince Christian Frederic" was set on fire and destroyed. In this affair the loss of the "Stately" was four men killed, and two officers and twenty-six men wounded. The "Nassau" had two men

killed, and sixteen men wounded. The "Prince Christian Frederic" out of a crew of five hundred and seventy-six, had fifty-five men killed, and eighty-eight wounded.

The "Alceste," "Mercury," and "Grasshopper," with Gun-boats, April 4th, 1808.

On April 4th, as the "Alceste," thirty-eight, Captain Murray Maxwell, "Mercury," twenty-eight, Captain J. A. Gordon, and eighteen-gun brig "Grasshopper," Commander T. Searle, were lying at anchor near Cadiz, a convoy was discovered coming close along shore from the northward, protected by twenty gun-boats, and a train of flying artillery on the beach. At three p.m. the British squadron weighed and stood towards the convoy, at four o'clock the enemy's shot and shell from their gun-boats and batteries going far over them, the ships opened their fire. The brig drawing less water than the frigates, engaged the batteries at Rota, and drove the Spaniards from their guns by discharges of grape shot, and at the same time kept a division of gun-boats in check, that had come out of Cadiz to assist the others that were engaging the "Alceste" and "Mercury." The first lieutenant of the "Alceste," Allan Stewart, volunteered to board the convoy with the boats of his own ship, and those of the "Mercury," and in spite of the fire from the batteries and gun-boats, and barges of the enemy's ships from Cadiz, brought out seven tartans from under the muzzles of their guns. Two of the gun-boats were destroyed, and others driven on shore. This spirited service was performed at the entrance of Cadiz, and in sight of eleven French and Spanish sail of the line, lying ready for sea. The loss of the British was one man mortally, and two men slightly wounded on board the "Grasshopper." No casualties on board the frigates, or in the boats. The brig received several shots in her hull, and her masts and rigging were much damaged.

The "Grasshopper" and "Rapid," April 24th, 1808.

The eighteen-gun brig "Grasshopper," Commander T. Searle, and the fourteen-gun brig "Rapid," Lieutenant H. Baugh, cruising off Faro, on the coast of Portugal, on April 24th, chased two Spanish vessels, and four gun-boats, which anchored under a battery, close in with Faro, among the shoals. The brig also anchored within grape shot range, and after a severe action of two hours and a half, drove the Spaniards from their guns, and compelled two of the gun-boats to strike. The other two were driven on shore and destroyed. The two vessels, which were from South America, with cargoes valued at £30,000 each, were taken possession of, and brought out. The "Grasshopper" had one man killed, and her captain, and three men wounded; the "Rapid" had three men wounded. The enemy had forty men killed and wounded, on board the two gun-boats captured. Both the British vessels were much damaged in their hulls, masts, and rigging.

The "Redwing" and Spanish Gun-boats. May 7th, 1808.

On May 7th, the "Redwing," eighteen-gun brig, Commander T. Ussher, about six miles from Cape Trafalgar, fell in with a convoy of twelve merchant vessels, protected by seven Spanish gun-boats. About seven a.m. the "Redwing" got within point blank shot of the enemy, when the gun-boats, which mounted among them seven long twenty-four-pounders, one long thirty-six-pounder, besides other smaller guns, lowered their sails, formed in close line, and swept towards the brig, with the intention to board. As soon as they arrived within musket shot, the "Redwing" opened upon them such a well-directed and destructive fire, that by nine a.m. the gun-boats, completely beaten, ran ashore among the surf, sacrificing all their wounded. Captain Ussher lowered

his boats in the hope of saving some of these, but was unable to rescue a single Spaniard. Two only of the armed vessels remaining afloat, the merchant ships attempted to disperse and escape, but four were sunk by the "Redwing," seven, with a four-gun mistico, were captured, and one with a gun-boat and a felucca, got away, the brig being too much damaged in her rigging to pursue them. Out of her complement of ninety-eight men and boys, the "Redwing" had one man killed, and her master and two men wounded. The loss of the enemy, whose number almost trebled the crew of the brig, must have been very considerable.* This was the last action between British and Spanish ships.

THE "VIRGINIE" AND "GUELDERLAND."†

May 19th, 1808.

THE thirty-eight-gun frigate "Virginie," Captain E. Brace, on May 19th, cruising in latitude 46° North, longitude 14° West, saw and chased a strange sail, which proved to be the Dutch frigate "Guelderland," thirty-six guns. At a quarter to ten p.m. the "Virginie" got near enough to hail the stranger and order her to strike, which she refused to do, and was fired into by the British frigate. An action commenced, during which, in wearing, the "Guelderland" fell on board her opponent, but the night was so dark, and the swell so great, that the British were unable to board. About eleven p.m., the "Guelderland," having all her masts and bowsprit

*The Spaniards afterwards owned to a loss of two hundred and forty men killed, wounded, and prisoners. As the gun-boats advanced to the attack, Commander Ussher ordered each of the guns of the "Redwing" (thirty-two-pounder carronades) to be loaded with a round shot, a charge of grape and cannister, and five hundred musket balls in a bag, and directed his best marksmen to aim at the vessel bearing the broad pendant of the Spanish Commodore. At pistol-shot distance, the broadside of the "Redwing" was discharged like a single gun, and, striking the unfortunate Spaniard at the water-line, cut her open fore and aft; and giving two or three heavy rolls, she turned over and sank with all on board.

† Twenty-one Medals were issued to the survivors of this action.

shot away, surrendered, with twenty-five officers and men killed, and her captain and forty-nine men wounded. The "Virginie" had one man killed and two wounded, and her chief damage was caused by her prize running foul of her during the action.

The "Redwing" at Tarifa.

May 31st, 1808.

On May 31st, the eighteen-gun brig, "Redwing," Commander T. Ussher, chased a mistico and two feluccas, into the Bay of Bolonia, near Cape Trafalgar, which took shelter under a battery of six long twenty-four-pounders. Commander Ussher anchored within point blank shot of the battery, and soon made the Spaniards desert their guns, and sending in a party under Lieutenant Ferguson, that officer, under a heavy fire of musketry, destroyed the mistico, and brought out the feluccas. Commander Ussher then landed, and with Lieutenant Ferguson, and forty men armed with pikes, stormed the battery, spiked the guns, and blew up the magazine. In this dashing affair, the loss of the "Redwing" was a master's mate killed, and an officer, three men and a boy wounded. For this, and several other gallant actions, Commander Ussher was advanced to post rank.

The "Seahorse" and "Badere Zaffer," July 6th, 1808.

See ante, page 48.

The "Comet" and "Sylphe."

August 11th, 1808.

The eighteen-gun sloop "Comet," Commander C. F Daly, cruising in latitude 45° 58′ north, longitude 5° 4′ west, on August 11th, fell in with a small French squadron of three sail; the ship-corvette "Diligente" eighteen, and the sixteen gun brig-corvettes "Espiégle" and "Sylphe," bound from

L'Orient to Martinique. On the approach of the "Comet," the French ships tacked, and made all sail to the north east, and the "Diligente," out sailing the two brigs, separated from them, and stood to the southward. Captain Daly followed the brigs, and at twenty minutes past five, p.m., got within pistol shot of the "Sylphe," engaged her as close as he could lay, and in twenty minutes, being disabled, she struck her colours. Out of her crew of ninety-eight men and boys, she had a midshipman and five men killed, and two midshipmen and three men wounded. The "Comet" had not a man hurt, but her main mast and rigging were much damaged. The "Sylphe," a fine brig of three hundred and forty tons, was added to the British Navy by the name of "Seagull." For this action Commander Daly was promoted to post rank. The other brig escaped, and with the "Diligente" proceeded on her course. A few days after, they met with the British frigate "Sybille" thirty-eight, Captain C. Upton. The "Diligente," by her superior sailing again escaped, but the "Espiégle" was captured, and by the name of "Electra," was added to the British Navy.

The "Centaur," "Implacable," and "Sewolod."*

August 26th, 1808.

By the Treaty of Tilsit, Russia becoming leagued with France, and at war with England, and Sweden her ally; at the end of May, 1808, a British fleet under Vice-Admiral Sir J. Saumarez, with Rear-Admiral Sir S. Hood as second in command, was sent into the Baltic. A Swedish fleet was at sea, but in bad condition, and Sir J. Saumarez detached the "Centaur" seventy-four, Rear-Admiral Sir S. Hood, Captain W. H. Webley; and the "Implacable," seventy-four, Captain T. B. Martin, to act in company with it. On August 23rd, the Russian fleet of nine sail of the line, three ships of

* Forty-seven Medals were given to the survivors of this action, in 1849.

fifty guns each, and frigates and smaller vessels making in all twenty-four sail, came in sight of the Swedish fleet of ten sail of the line, and the two British ships, off Carlscrona, but declined an engagement and retreated. The Swedes and British pursued, and the latter far outsailing their companions, the "Implacable" on the morning of August 26th, came up with the Russian seventy-four gun ship "Sewolod," which after a sharp action of half an hour, ceased firing and hauled down her flag. Before Captain Martin could take possession of his prize, the whole Russian fleet bore up to save her, and Sir S. Hood making the signal of recall, the "Implacable" made sail, and rejoined the "Centaur." A Russian frigate took the "Sewolod" in tow, but the "Implacable" having repaired the damages of her rigging, with the "Centaur," renewed the chase, compelled the frigate to cast off the seventy-four, and the Russian fleet again to bear up in support of their crippled companion. Not being desirous of a general action, taking advantage of a change of wind, the Russian Admiral stood into the harbour of Rogerswick, at the entrance of which, the "Sewolod" grounded on a shoal, about noon. The wind moderating in the evening, she got afloat, and the Russian Admiral sent a division of boats to tow her into port. The "Sewolod" was just entering the harbour, when Sir S. Hood laid her on board, and lashed her bowsprit to the mizzen rigging of the "Centaur," under a heavy fire of musketry. The bow of the enemy grazed the muzzles of the "Centaur's" guns, which at at the same moment were discharged, and the raking broadside tore her to pieces. The Russians made several attempts to board, but were repelled by the fire of the marines, and the stern chase guns of the "Centaur," and after a hot action of half an hour, the "Sewolod" again struck her colours. While the ships were engaged, the enemy had let go an anchor unknown to the British, who were unable to tow her off, and eventually both ships grounded. The "Implacable" coming up, dropped her anchor outside the two ships, and

hove the "Centaur" off, just as two Russian ships were standing out to take advantage of her situation; but seeing the "Centaur" afloat, they returned to their anchorage. The prize being fast on shore, and half full of water, after the prisoners were removed, was set on fire and destroyed. In this spirited action, the loss of the "Centaur" was three men killed, and twenty-seven wounded, in the "Implacable," six men were killed, and twenty-six men wounded. The loss of the "Sewolod," who after the action with the "Implacable," had received a re-inforcement of one hundred men from the Russian fleet, was altogether over three hundred men in killed and wounded.

The "Cruiser," with a "Flotilla,"
November, 1st, 1808.

The eighteen-gun brig "Cruiser," Lieutenant T. Wells, on November 1st, being off Gottenburg, met with a Danish flotilla of about twenty armed cutters, gun boats, luggers, and row boats. After a smart engagement Lieutenant Wells captured a schuyt, mounting ten four pounders, with a crew of thirty-two men, and compelled the other vessels to run for shelter under a battery on the Island of Lœsoe. For this action Lieutenant Wells was promoted to the rank of Commander.

The "Amethyst" and "Thetis," 1808.
See ante, page 50.

The "Circe," "Amaranthe," and others off the Pearl Rock, December 13th, 1808.

Captain F. A. Collier in the "Circe," thirty-two gun frigate, in command of a squadron of sloops and small vessels, off the town of St. Pierre, and the Pearl Rock, on December 12th discovered the French sixteen-gun brig "Cigne," and

two armed schooners, laden with stores for Martinique, at anchor near the Rock. Captain Collier seeing one of the schooners making for St. Pierre, with the eighteen-gun sloop "Stork," Commander G. Le Geyt, the brigs "Epervier," sixteen, Commander T. Tucker, "Morne Fortunée," Lieutenant J. Brown, and the schooner "Express," Lieutenant W. Dowers stood in-shore to cut her off. Finding it impossible to escape, the schooner ran ashore and was bilged under a four-gun battery, flanked by two smaller ones, and supported by a body of troops on the shore. The "Circe" "Stork," and the brig "Morne Fortunée," anchored within pistol shot of the batteries, soon silenced them, and drove the troops from the beach. Ordering the "Morne Fortunée" to watch the schooner ashore, till the "Epervier" came up, when the brigs were to destroy her, Captain Collier with the "Circe" "Stork" and "Express," made sail towards the "Cigne" and the other schooner. These vessels were lying close to the rocks, protected by four batteries, and a large number of troops with field pieces on the shore. The boats of the "Circe" and "Stork" were manned, under the command of Lieutenant Crooke, with orders to board the enemy's ships as soon as their fire should be subdued. The "Circe" and her companions then opened a close and well-directed fire on the "Cigne," the batteries, and the troops on the beach. Lieutenant Crooke, not waiting for the boats of "Stork" to join, pushed on with the barge and cutters of the "Circe" and endeavoured to board the brig, which had her boarding nettings triced up, and was thoroughly prepared to receive him. In a few minutes the boats were defeated with dreadful slaughter, one being sunk, one captured, and the other totally disabled. The "Circe" and "Stork" stood off for the night, and were joined by the eighteen-gun brig "Amaranthe," Commander E. P. Brenton. At daylight the next morning the "Cigne" got under weigh, and endeavoured to reach St. Pierre. Commander Brenton volunteering to capture her, the "Amaranthe" was taken in tow

by the boats of the "Circe" and "Stork," and after great exertions, under a heavy fire from the batteries, the French brig was driven on shore, and it being found impossible to get her off, she was destroyed. The other schooner being also on shore was set on fire and burnt by the boats of the "Amaranthe" and "Express." The loss of the British was heavy. The "Circe" had nine men killed, twenty-one wounded, and twenty-six men missing, being taken prisoners or drowned. The "Amaranthe" had one man killed and six wounded, the "Express," one man killed, and three wounded, and the "Stork" one man killed, and two wounded; total, twelve men killed, thirty-one men wounded, and twenty-six men missing.

The "Onyx" and "Manly,"

January 1st, 1809.

On New Year's day the ten-gun brig "Onyx," Commander C. Gill, with a crew of seventy-five men and boys, cruising in the North Sea, came in sight of the sixteen-gun brig "Manly," (a British brig which had been captured by the Dutch,) and gave chase. The "Manly" hoisted her colours, and hove to, prepared for the attack. At eight a.m., the "Onyx" brought her antagonist to close action, which made several ineffectual attempts to rake the "Onyx." After an engagement of two hours and a half, disabled in her sails and rigging, and having several of her guns dismounted, the "Manly" struck her colours. The prize had five men killed, and six wounded; the casualties of the "Onyx" were three of her crew wounded. For this occurrence, Commander Gill was promoted to post rank, and the "Manly" resumed her station in the British Navy.

The "Confiance" and Capture of Cayenne,

January 14th, 1809.

A small expedition, consisting of the British twenty-gun sloop "Confiance," Captain J. L. Yeo, two Portuguese brigs,

and some smaller vessels, having on board five hundred Portuguese troops, by permission of Rear Admiral Sir Sidney Smith, Commander-in-Chief on that station; set sail for Brazil, and took possession of the district of Oyapok, in French Guiana. This success determined Captain Yeo, and the Commander of the Portuguese, to attempt the capture of Cayenne, the capital of the Colony. Captain Yeo with eighty seamen and marines of the "Confiance" and the Portuguese, carried three forts by storm, and routed the French General, Victor Hugues, and his troops. An armistice followed, and on January 14th, the enemy's troops laid down their arms, and the British and Portuguese took possession of Cayenne.* In these operations, the British had Lieutenant Read of the Marines, killed, and twenty-three men wounded. The Prince Regent of Portugal gave a medal in silver and bronze, to his officers and troops engaged in this service.

Capture of Martinique,

February 1st, to February 24th, 1809.

On January 30th, an expedition, under the command of Rear Admiral the Honourable Alex. Cochrane; consisting of the "Neptune," ninety-eight, Rear Admiral Cochrane, Captain C. Dilkes; "Pompée," seventy-four, Commodore G. Cockburn, Captain E. P. Brenton; "York," seventy-four, R. Barton; "Belleisle," seventy-four, C. Fahie; "Captain," seventy-four, J. Wood; "Intrepid," sixty-four, C. Nesham; the frigates, "Acasta," P. Beaver; "Penelope," J. Dick; "Ethalion," T. Cochrane; "Æolus," Lord W. Fitzroy; "Circe," F. Collier; "Ulysses," E. Woolcombe; "Cleopatra," S. Pechell; "Gloire," J. Carthew; "Eurydice," J. Bradshaw; sloops and

* On January 18th, as the "Confiance" was lying at anchor, with her captain and three fourths of her crew on shore, the French forty gun frigate "Topaze," appeared in the offing, with supplies for Cayenne. The captain's brother, Mr. G. Yeo, a mere lad, and another midshipman, with twenty-five English seamen, and twenty negroes, managed by the bold front they presented, to scare away the hostile frigate, which stood off to sea, and reported that Cayenne "was blockaded by a superior force."

smaller vessels; "Cherub," T. Tucker; "Fawn," Honourable G. Crofton; "Goree," R. Spear; "Pelorus," T. Huskisson; "Star," W. Paterson; "Stork," G. Le Geyt; "Amaranthe," E. Brenton; "Demerara," E. Dowers; "Eclair," G. Evelyn; "Forester," J. Richards; "Frolic," T. Whinyates; "Liberty," J. Coode; "Pultusk," G. Pringle; "Recruit," C. Napier; "Wolverine," J. Simpson; "Snap," J. Stewart; "Express," W. Malone; "Haughty," J. Mitchell; "Swinger," T. Bligh; "Mosambique," W. Atkins; "Port d'Espagne," D. Kennedy; "Surinam," J. Lake; "Ringdove," G. Andrews; "Bellette," G. Saunders; "Bacchus," C. Jeremy; "Subtle," C. Brown; "Supérieure," W. Ferrie; "Hazard," J. Cameron; and having on board about ten thousand troops, commanded by Lieutenant General Beckwith, arrived off the Island of Martinique. The troops landed without opposition, and in two actions on February 1st and 2nd, defeated the French, though strongly posted; who abandoned their advanced posts, and retired into Fort Desaix. The fort was invested by the British, who erected batteries, and bombarded the place from February 19th to February 23rd, when the French sent a letter proposing terms. These being rejected, the bombardment re-commenced and continued till nine a.m. the next morning, when the fort surrendered, and the Colony of Martinique was in the possession of the British. The loss of the seamen, who were employed in dragging the heavy guns up the heights, was six men killed, and nineteen men wounded. A medal and clasp were given to the troops employed in this expedition. *(See "Military Medals," page 105.)*

THE "HORATIO," SUPÉRIEURE," AND "JUNON."

February 10th, 1809.

ON the 8th of February, the sixteen-gun brigs "Asp," and "Supériéure," Commander W. Ferrie, saw and chased off the Virgin Islands, the French frigate "Junon," forty guns.

The "Supériéure" which had but four eighteen pounder carronades on board, soon left the "Asp" far astern, and at daylight on February 9th, she was out of sight. The Supériéure alone followed the enemy, exchanging a few harmless shots with the frigate, and in the afternoon, the "Latona," thirty-eight guns, appeared, and joined in the chase. The "Junon" being a very fast sailer, would probably have escaped, but about half-past ten the next morning, the British frigate "Horatio," thirty-eight guns, Captain G. Scott, hove in sight on her weather bow, followed by the eighteen gun sloop "Driver," Captain C. Claridge, some miles astern. About half-past twelve noon, the "Horatio" came up with the "Junon," and warmly engaged her for nearly an hour, when the British frigate having her main and mizzen top-masts, and fore-top-gallant mast shot away, dropped astern. The "Supériéure" kept up the chase, and gave the "Junon" several raking broadsides with her two eighteen pounders, while the "Horatio" repaired her damages. About twenty-five minutes past three p.m. the "Driver" and "Latona" came up, and opened fire on the French frigate, and in hauling up, in five minutes after, her main and mizzen masts went overboard. The "Junon" immediately struck her colours, and she had scarcely done so, when her foremast also fell. The "Horatio" was now fast coming up, and the French Commanding Officer declaring that nearly all the injury done to the "Junon," was by the fire of that ship, declined to deliver up his sword, till an officer of the "Horatio" came on board and received it. The "Horatio" out of her crew of two hundred and seventy men, had a midshipman, and six men killed, her Captain, first-Lieutenant, a Lieutenant of Marines, boatswain, and twenty-two men wounded, the "Latona" had a midshipman, and five men wounded, and the "Driver," one man wounded, the total casualties on the side of the British, being seven men killed, and thirty-three wounded. The loss of the "Junon," was severe, out of her complement of three hundred and twenty-

three men and boys, her Captain, and one hundred and thirty of her men, being killed and wounded. The prize, a fine new frigate, was taken to Halifax, Nova Scotia, and when repaired, was added by the same name to the British Navy.

THE "AMETHYST," AND "NIEMEN."

April 5th, 1809.

AT eleven on the morning of April 5th, the thirty-six gun frigate "Amethyst," about forty-two leagues from Cordovan lighthouse, caught sight of a ship steering to the westward. The "Emerald" thirty-six guns, Captain T. L. Maitland was in company, and both ships joined in pursuing the stranger, the French frigate "Niemen," forty guns, bound for the Isle of France. The chase was continued during the day, and at seven in the evening, the "Amethyst" lost sight of the "Emerald" and of the enemy, on which he had gained but little. Captain Seymour then altered his course to cross the probable track of the French frigate, and at twenty minutes to ten p.m. discovered her steering to the westward. Soon after eleven p.m. the ships exchanged shots from their bow and stern chasers, and about quarter past one a.m. the "Amethyst" closed on her opponent, and gave her her starboard broadside. From this time till half past three, a severe action continued, and shortly after, the main-top and mizzen masts of the "Niemen" were shot away, her main top was on fire, and her guns nearly silenced. In bringing to, to the leeward, the main-mast of the "Amethyst" through the damaged state of her rigging, fell over her starboard quarter, carrying with it the mizzen mast, and about the same time the main-mast of the "Niemen" fell. Both ships then ceased firing. A quarter of an hour later, the thirty-eight gun frigate "Arethusa," Captain R. Mends, came up within gunshot, and the "Niemen" hoisted a light, and fired a gun at the "Arethusa," and another at the "Amethyst." The "Arethusa" returned the fire with some of her foremost

guns, and the French frigate lowered her light and surrendered. Two Officers and thirty-seven men of the "Amethyst" were absent in prizes, and of her remaining crew of two hundred and twenty-two men and boys, she had eight men killed, and three Officers, and thirty-four men wounded. The "Niemen" with a crew of three hundred and thirty-nine men and boys, lost forty-seven men killed, and had seventy-three men wounded. The "Arethusa" sustained no loss whatever. The prize, a very fine new frigate, was taken in tow by the "Arethusa," her hull being much damaged, and the next day, her foremast fell over the side. She was added to the British Navy by the same name. Captain Seymour on his return to England was created a Baronet, and his First Lieutenant was promoted to the rank of Commander.

Basque Roads, April 12th, 1809.

In the month of March, 1809, a French squadron, consisting of one ship of one hundred and twenty guns; two of eighty guns, seven seventy-fours, a fifty-gun ship, and four frigates were blockaded in Basque Roads by a British fleet under Admiral Lord Gambier.* The Admiral wrote to the Admiralty

* The British fleet consisted of the "Caledonia," one hundred and twenty guns, Admiral Lord Gambier, Captains Sir H. Neale, Bt., and W. Bedford; "Cæsar," eighty, Rear Admiral Hon. R. Stopford, Captain C. Richardson; "Gibraltar," eighty, H. Ball; "Hero," seventy-four, J. Newman; "Donegal," seventy-four, P. Malcolm; "Resolution," seventy-four, G. Burlton; "Theseus," seventy-four, J. P. Beresford; "Valiant," seventy-four, J. Bligh; "Illustrious," seventy-four, W. Broughton; "Bellona," seventy-four, S. Douglas; "Revenge," seventy-four, A. Kerr. Frigates; "Indefatigable," forty-four, J. T. Rodd; "Imperieuse," thirty-eight, Lord Cochrane; "Aigle," thirty-six, G. Wolfe; "Emerald," thirty-six, F. Maitland; "Unicorn," thirty-two, L. Hardyman; "Pallas," thirty-two, G. F. Seymour; "Mediator," flûte, J. Wooldridge. Sloops; "Beagle," T. Newcombe; "Doterel," A. Abdy; "Foxhound," P. Greene; "Lyra," W. Bevans; "Redpole," J. Joyce. Gun-brigs; "Insolent," Lieutenant J. Morris; "Encounter," Lieutenant J. Talbot; "Conflict," Lieutenant Butt; "Contest," J. Gregory; "Fervent," J. Hare; "Growler," R. Crossman. Bombvessels; "Thunder," J. Caulfield; "Ætna," W. Godfrey; schooner "Whiting," Lieutenant H. Wildey. Cutters; "Nimrod," E. Tapley; "King George," T. Mercer, and "Martial," W. Walker. The "Imperieuse," with some of the other frigates, and nearly all the small craft, joined the fleet shortly before the attack was made on the enemy.

that it appeared practicable to destroy the fleet of the enemy by fire ships, and although the undertaking would be dangerous, if not desperate, there would be no lack of volunteers for the service. Before this dispatch reached England, the Admiralty, (probably influenced by a report made by Captain R. Keats in 1807, on the possibility of destroying a French fleet by fire ships and rockets, then lying at the same anchorage,) had decided that such an attack should be made, had ordered vessels to be fitted out for the purpose, and had informed Lord Gambier of their intention. A day or two afterwards, Lord Cochrane arrived at Plymouth, was summoned to the Admiralty, and directed against his inclination, well knowing the jealousy his appointment would cause among his seniors in the fleet, to execute the plan for the destruction of the French ships. On April 3rd, Lord Cochrane in the "Imperieuse" anchored in Basque roads, with a letter to Lord Gambier, informing him that the Admiralty had selected Lord Cochrane, to carry out under his orders, the projected attack on the enemy. As Lord Cochrane had anticipated, his arrival caused the greatest dissatisfaction in the fleet, Rear Admiral Harvey, who had offered to undertake the service, was so exasperated, and expressed his opinion of Lord Gambier on his own quarter-deck, in such strong language, that he was tried by a Court Martial, and sentenced to be dismissed from the service.* Preparations were made for the attack. Not waiting for the arrival of fire ships from England, Lord Gambier ordered eight of the largest transports, and the Mediator store ship, to be fitted up as fire ships instead, and three explosion vessels were equipped, under the direction of Lord Cochrane himself. The floors of the vessels were made as firm as possible, by means of logs closely wedged together, and on this foundation were placed spirit and water casks, set end upward, containing fifteen hundred barrels of gunpowder. The whole was bound round with hempen

* He was afterwards restored, and promoted to the rank of Vice-Admiral, July 31st., 1810.

cables, and jammed together with wedges, and moistened sand, so as to resemble a gigantic mortar. On the top of this mass were placed several hundred shells, charged, and over these nearly three thousand hand grenades. On April 10th, the fire ships arrived from England, and Lord Cochrane pressed the Admiral to allow the attempt to be made that night, but was refused. Meanwhile the French who were fully aware of the nature of the impending attack, made every preparation to resist it. The ships of the line with their topmasts struck, and sails unbent, were moored in a double line, nearly north and south, the outer line comprising five, and the inner line six ships, about a mile from the batteries on the Isle of Aix, mounting upwards of thirty thirty-six pounders, and several mortars. About half a mile in advance lay four frigates, immediately behind a boom, composed of spars and the largest cables, bound together by chains, nearly a mile in length, floated by buoys, and moored by the heaviest anchors. The boats of the fleet were stationed near the boom, ready to board and tow away the fire ships. On April 11th, it blew hard, with a high sea. The 'Imperieuse' ran in and anchored close to the Boyart shoal, with an explosion vessel made fast to her stern. At a short distance were anchored the frigates "Aigle," "Unicorn" and "Pallas," to receive the crews of the fire ships on their return. The 'Ætna' took a position to the north-west of the Isle of Aix, as near the fort as possible, covered by the "Indefatigable" and "Foxhound." The "Redpole" and "Lyra" with lights hoisted, screened from the view of the enemy, were stationed, one near the shoal to the north-west of the Island, and the other near the Boyart Shoal, to direct the fire ships in their course towards the enemy's ships. The "Emerald," with some of the brigs, to make a diversion, took up a position at the east end of the island. About half-past eight p.m. the night being very dark, the wind still blowing hard, and the tide running more than two knots an hour, the "Mediator" and other fire ships, twenty in all, cut their cables, and made

sail. Lord Cochrane led the way in the largest explosion vessel, with Lieutenant Bissel, and a volunteer crew of four men. It was too dark to descry the French ships, and most of the fire ships were ignited and abandoned much too soon to do any effectual service. About three quarters of a mile from the estimated position of the enemy, Lord Cochrane lit the port fires of his vessel, and jumping into the boat urged his men to pull for their lives. The fuses which had been reckoned to burn fifteen minutes, burnt little more than half that time, when the vessel blew up, filling the air with shells, grenades and rockets, and raising such a mountain of water as almost swamped the boat.* The vessel was brought up by the boom just before she exploded, within one hundred and twenty yards from the French frigate "Indienne" without doing her any injury, and in ten minutes after a second vessel exploded, also on the boom, according to the account of the enemy. In pulling towards the "Imperieuse," Lord Cochrane saw two fireships pass over the spot where the boom had been moored, and shortly after met the "Mediator" bearing down towards the enemy, whose ships were now firing on the spot where the explosion had happened, and also on their own frigates, which cut their cables, and made sail to the rear of the line of battle ships. On reaching the "Imperieuse," it was found that the explosion vessel which had been made fast to the stem of that ship, had been cut away and sent

* "For a moment, the sky was red with the lurid glare arising from the simultaneous ignition of one thousand five hundred barrels of powder. On this gigantic flash subsiding, the air seemed alive with shells, grenades, rockets, and masses of timber, the wreck of the shattered vessel; whilst the water was strewn with spars, shaken out of the enormous boom, on which, according to the subsequent testimony of Captain Proteau, whose frigate (the 'Indienne') lay just within the boom, the vessel had brought up, before she exploded. The sea was convulsed as by an earthquake, rising as has been said in a huge wave, on whose crest our boat was lifted like a cork, and as suddenly dropped into a vast trough, out of which, as it closed upon us with the rush of a whirlpool, none expected to emerge. The skill of the boat's crew however, overcame the threatened danger, which passed away as suddenly as it had arisen, and in a few minutes nothing but a heavy rolling sea had to be encountered, all having again become silence and darkness." *Autobiography of a Seaman.*

adrift, a flaming fire-ship having come down on her, instead of the enemy, and the "Imperieuse" only escaped being burned by shifting her position. Of all the fire-ships four only reached the enemy's fleet,* and not one of them did any material damage, though the gallant Commander Wooldridge in the "Mediator,"† was so resolved to effectually carry out the service in which he was engaged, that himself and his crew nearly perished with their vessel. The darkness of the night was illuminated by the glare of the fire-ships, the shells and rockets which flew from them in all directions, and the flashes of the guns from the forts and ships of the enemy. The French were seized with a panic, and taking each fire-ship for an explosion vessel, every ship but the "Foudroyant" cut or slipped its cable, and made sail or drifted away from what seemed certain destruction. At daylight on the morning of April 12th, not a spar of the boom was anywhere visible, and the whole of the French ships, except the "Foudroyant," eighty, and "Cassard," seventy-four, were lying helplessly ashore.

*Several of them were kindled when more than four miles distant from the enemy, and were rendered harmless by being brought to on the wrong tack, six of them passing a mile to windward of the French fleet.

† At page 59 will be found a description of the gold medal presented to Captain Wooldridge, for his gallantry in *leading the attack, and breaking the boom.* This statement, although made in the official despatch of Lord Gambier, and for a long period universally accepted, is now known to be entirely false and misleading. In the log of the "Mediator," preserved at the Admiralty, there is no mention of breaking, or coming in contact with any boom. Mr. Fairfax, the Master of the Fleet, who was in the "Lyra" to observe the effect produced by the fire-ships, in his report says :—"that after the explosion vessel blew up, he hailed four fire-ships as they came up, and the "Mediator," which ship he directed to steer south-east, or else she would miss the French fleet." "Even the explosion vessel did not break the boom by actual contact. It was the combined effect of the explosion upon the boom, and upon the surface of the sea, that shook it in pieces. The huge waves caused by the explosion lifted the boom along its entire length, and the strain so loosened the chains which bound the spars together, that the latter floated out of the fastenings, and were carried away by the tide, the chains sinking as a matter of course. It is certain that at daylight not a vestige of this formidable boom was to be seen; though had the "Mediator" broken through it, as falsely alleged, the whole length of the boom, except the part ruptured, must necessarily have remained at anchor." *Autobiography of a Seaman.*

Being within range of the batteries on the Isle of Aix, the "Imperieuse" weighed, and stood towards the fleet, anchoring again as soon as she was beyond gunshot. At six a.m. Lord Cochrane signalled to the "Caledonia," that seven of the ships of the enemy were on shore, and at seven a.m. signalled again, "All the enemy's ships except two, are on shore." These signals were acknowledged, as were others, made in succession,—"The enemy's ships can be destroyed," "Half the fleet can destroy the enemy"—"The frigates alone can destroy the enemy,"—"The enemy is preparing to heave off"; but the English fleet still remained at anchor. Just before eleven a.m. the fleet weighed, and stood into Aix roads, and after approaching within seven or eight miles of the enemy, again came to an anchor. Lord Cochrane seeing that the French ships were one by one getting afloat, and fearing all would effect their escape, at one p.m. hove the anchor of the "Imperieuse" a trip, and without orders, drifted with the tide towards the enemy. At two p.m. the frigate again anchored, and engaged the "Calcutta," a ship of fifty guns, (captured from the British) and two seventy-fours, all fast aground, having previously signalled to Lord Gambier:—"In want of assistance." Shortly after three p.m. the "Indefatigable," with the "Emerald," "Unicorn," "Aigle," and "Pallas," came to the assistance of the "Imperieuse," and three or four of the gun-brigs which had joined her, and on their approach, the crew of the "Calcutta" abandoned their ship, and the boats of the "Imperieuse" took possession of her. The frigates were presently joined by the "Valiant," and "Revenge," and the British squadron opened a heavy and destructive fire on the grounded ships. At half-past five p.m. the "Aquillon" and "Ville de Varsovie" struck their colours, at six p.m. the "Tonnerre," was abandoned and set on fire by her crew. The "Calcutta" was set on fire by a midshipman of the "Imperieuse," and having a large quantity of ammunition on board, about nine p.m. she blew up with a tremendous explosion. Before daybreak on the morning of the 13th, a signal was made for

the recall of the ships that had been sent in on the previous evening, and the line of battle ships "Aquilon" and "Varsovie" instead of being got afloat, were set on fire and destroyed. In the darkness, these burning ships were taken for British fire ships, and the remaining French ships most of which were still aground, directed a cannonade on them. The captain and crew of the "Tourville" were so alarmed, that after a futile attempt to set their ship on fire, they took to their boats and deserted her. At daylight, perceiving their mistake, and that the British ships were under weigh to return to Basque Roads, about two hundred and fifty of them ventured back, and took possession of the ship. By seven in the morning, all the British ships, with the exception of the "Pallas" (whose Captain volunteered to remain,) and the smaller vessels, were under sail and standing out to rejoin the fleet. As soon as the tide served, Lord Cochrane ordered the "Beagle" and other brigs to stand in and attack the French ships still aground, intending to follow with the frigates immediately the depth of water permitted him. At eleven a.m., the "Beagle," "Etna," "Contest," "Fervent," "Growler," "Conflict," "Whiting," "Nimrod" and "King George" opened fire on the "Ocean" a three decker, and three other of the enemy's ships, for nearly five hours, when the falling tide obliged them to return to their former anchorage. The frigates from the direction of the wind and strength of the tide, were unable to co-operate. While this was proceeding, Lord Gambier had sent a letter on board the "Imperieuse" ordering Lord Cochrane not to attempt impossibilities, and to come out as soon as the tide turned, to which the latter replied,—that with the Admiral's permission all the ships of the enemy on shore could be destroyed by the force at his disposal. On the morning of April 14th, the French ships were still in the same condition, but with a number of chasse-marees alongside taking out their stores and guns. At nine a.m., Lord Cochrane was again recalled by signal and letter, and soon afterwards was superseded

in the command of the flotilla by Captain Wolfe. In the afternoon the "Imperieuse" weighed, and re-joined the fleet, and the next day sailed for England, having on board Capt. Sir H. Neale with Lord Gambier's dispatches. After the departure of Lord Cochrane, all the ships of the enemy but one, which was destroyed by her crew, got afloat and safe into port. In these hazardous operations, the whole casualties in the British fleet were twelve men killed, and thirty-six officers and men wounded. The loss of the "Imperieuse" was three men killed, and eleven officers and men wounded. The French loss must have been considerable, as on board he "Varsovie" alone ten men were killed and wounded, the "Ocean" lost fifty men, and the "Cassard" twenty men, according to their own account. On his return to England, Lord Cochrane was rewarded with the order of the Bath. Being informed by Lord Mulgrave that a vote of thanks to Lord Gambier and the officers and seamen of the fleet employed in Basque Roads, would be proposed in the House of Commons, he expressed to the First Lord his intention in his place to oppose it, on the ground that the commander-in-chief had done nothing to merit it, but had neglected to destroy the French fleet when it was in his power to do so.* Lord Gambier applied for a court-martial on his conduct,

* Lord Gambier, probably in some degree shared the annoyance felt by almost all the officers in the fleet, at a junior officer being employed in the service that some of them, had, previously to his appointment, offered to undertake; and he was too much influenced by the advice of some designing people about him, who cared for the honour of their country, much less than for the gratification of their dislike to Lord Cochrane, and the failure of the plan of one whom they regarded as an enemy and interloper. The opinion of Napoleon on the affair in Basque Roads, was very different to that of the British court-martial. Conversing on the subject with O'Meara at St. Helena, the latter observed that it was the opinion of a very distinguished Naval officer, that if Cochrane had been properly supported, he would have destroyed the whole of the French ships. 'He would not only have destroyed them' said Napoleon "but he might and would have taken them out, had your admiral supported him as he ought to have done. The terror of the *brulots* was so great that they actually threw their powder overboard, so that they could have offered very little resistance. The French admiral was an *imbecile*, but yours was just as bad. I assure you, that if Cochrane had been supported he would have taken every one of the ships."—*O'Meara's Napoleon in Exile*, vol. ii.

which was held at Portsmouth. The court showed a strong bias in favour of the admiral, who was declared to be most honourably acquitted, and he afterwards received the thanks of both Houses of Parliament.

THE "POMPÉE," "CASTOR," "RECRUIT," AND "HAUTPOULT."

April 17th, 1809.

IN the month of April, 1809, three French ships of seventy-four guns each, were blockaded by a British squadron under Rear-Admiral Sir A. J. Cochrane in the "Neptune," ninety-eight, and five other ships, in the road or harbour of the Saintes, a group of small islands, near Guadaloupe. On April 14th, a body of British troops from Martinique commanded by General Maitland, landed on the largest island, and on the same day mounted two guns on a mountain eight hundred feet high, which commanded the ships in the harbour. Upon these guns being brought to bear on them, the three French ships got under weigh, and at half-past nine p.m., put to sea. The night was very dark, but they were discovered by the sloop "Hazard," eighteen guns, Captain H. Cameron, who informed the Admiral by signal of their sailing. The "Pompée," seventy-four, Captain W. Fahie, being the nearest British ship, followed by the smaller vessels of the inshore squadron, gave chase, and closed with the sternmost ship of the enemy at ten p.m., giving her two broadsides, but the latter having a strong breeze in her favour, continued her course without returning a shot. A quarter of an hour after, the eighteen gun-brig "Recruit," Captain C. Napier, came up and opened fire on the flying enemy, and at eleven p.m., the "Neptune" joined in the chase, but was soon out sailed by the French ships. At four the next morning, the "Recruit" by her superior sailing, again closed with the rearmost French ship, the "Hautpoult," and assisted at a distance by the "Pompée," opened a gall-

ing fire on her. A running fight lasted all day, in which all the French ships occasionally took part, the "Recruit" several times raking the "Hautpoult," and receiving the fire of her stern-chasers in return. At eight p.m., the enemy's ships separated, each steering a different course. The "Recruit" and "Pompée" followed the "Hautpoult," and kept her in sight all night. On the 16th at daylight, the brig owing to her damaged rigging, had dropped considerably astern, but in the course of the morning, the thirty-eight gun frigate "Latona" Captain H. Pigott, and the "Castor," thirty-two, Captain W. Roberts, appeared in the north east, and joined in the chase, which was continued the whole day and night following. On the 17th at three p.m., the "Castor" got near enough to open fire on the "Hautpoult," and after an action of about an hour, the "Pompeé" came up and engaged her within musket shot distance. The engagement lasted till quarter past five a.m., when the French ship, her rigging and sails cut to pieces, hauled down her colours. At this time, the "Neptune," "York," and "Captain," the "Polyphemus" and "Ethalion" frigates, and the brigs "Recruit" and "Tweed" were fast coming up under a press of sail. The "Pompeé" was in nearly as disabled condition as the prize, her main yard and bowsprit being badly wounded, and her rigging much damaged. Her loss was her boatswain and eight men killed, and her captain, first lieutenant, and twenty-eight officers and men wounded. The "Castor" had one man killed, and six men wounded, and her damages were slight. The casualties on board the "Neptune" were one man killed, and four wounded, the "Recruit" had but one man hurt. The loss of the enemy out of a crew of six hundred and eighty men and boys, was over eighty men killed and wounded, including several officers. The "Hautpoult," a fine seventy-four gun ship, was added to the British Navy under the name of "Abercromby," and Sir A. Cochrane, for his gallant conduct, appointed Captain C. Napier to her command.

THE "CYANE" AND "ESPOIR," WITH "CERES" AND GUNBOATS.

June 25th and 27th, 1809.

THE twenty-two gun sloop "Cyane," Captain T. Staines, and eighteen-gun brig "Espoir," Commander R. Mitford, forming part of an expedition under Rear-Admiral G. Martin, to reduce the islands of Ischia and Procida, near Naples; on June 25th, while lying at anchor two miles from Procida, with twelve British and Sicilian gunboats; observed a French frigate, a corvette, and several gunboats coming out of Pozzuoli Bay. The British ships weighed, and exchanged a distant fire with the French forty-four gun frigate "Ceres," the "Fama," twenty-eight, and the gun-boats; but the enemy standing in shore, all firing soon ceased. The same day Ischia and Procida surrendered to the British forces. The next morning Captain Staines' flotilla, intercepted a fleet of gunboats with a convoy, in all forty-seven sail, bound from Gaeta to Naples, and after a smart action, captured eighteen gunboats, and destroyed four. The "Cyane" had her masts and rigging much damaged, and over twenty shots in her hull, with three of her crew killed and six wounded. In the evening, the "Cyane," "Espoir," and gunboats, stood into Pozzuoli Bay, where the "Ceres," "Fama," and twelve gunboats lay at anchor, and pitched shot and shell among them. At eight a.m. the following morning, the "Cyane" was becalmed so near the shore, that a battery of eight forty-two pounders, two howitzers, and two ten-inch mortars opened upon her, and became so annoying that Captain Staines embarked in a gunboat, and leading the others in, soon silenced the enemy's fire. He then landed with a party of men, spiked the guns, destroyed the carriages, threw one of the mortars into the sea, and returned to his ship without a man being hurt. About five in the evening, as the "Cyane" and "Espoir" lay becalmed in the offing, the "Ceres," "Fama," and twenty gun-boats put to sea, and made sail for Naples. The British

vessels chased, and soon after six, the Sicilian gun boats and the "Espoir," being too far astern to do any service, and the "Ceres," being a mile and a half astern from her company, Captain Staines manned his sweeps and stood towards her, she being then about three miles from the Mole at Naples. Soon after seven p.m. the "Cyane" brought the "Ceres" to action at pistol shot range, and though assisted occasionally by the "Fama," the gun boats, and the batteries at Naples, compelled her shortly before eight o'clock to haul down her colours. On getting a reinforcement of men from the shore, the "Ceres" re-hoisted her flag, but at half-past eight her fire slackened, and soon ceased entirely; but the "Cyane" now approaching very near the Mole Head at Naples, and having expended all her powder, was unable to take advantage of the state of her opponent, and hauled off. The sails and rigging of the "Cyane" was cut to pieces, her masts badly wounded; she had nearly fifty shot in her hull, her chain plates were destroyed, and four of her guns disabled. Her loss was two men killed, and her captain, and first lieutenant (dangerously), second lieutenant, a midshipman, and sixteen men wounded. The "Espoir," which took some part at the termination of the engagement, sent the gun boats to the assistance of the "Cyane," and they towed her out of the bay, but she was in such a disabled state that she was ordered to England to be re-fitted. Her gallant Captain, lost his left arm, which was taken out of the socket at the shoulder, and was also wounded in the side. A few weeks after his arrival in England, Captain Staines received the honour of Knighthood, his first lieutenant, Hall, was also promoted, but died the next summer from the effects of his wounds.

THE "BONNE CITOYENNE" AND "FURIEUSE," July 6th, 1809.

See ante, page 50.

THE "DIANA" AND "ZEPHYR," September 11th, 1809.

ON the afternoon of September 10th, the ten-gun brig "Diana," Lieutenant W. Kempthorne, discovered the Dutch brig "Zephyr," fourteen guns, at anchor in a bay under a fort, at the north end of the island of Celebes. As soon as it was dark, Lieutenant Kempthorne dispatched most of his crew in his boats to cut out the enemy, but the boats returned without having found the "Zephyr," which at nightfall, the weather being dark and hazy, had weighed, and made sail towards a strong fort in the bay of Monado, to the northward. The next morning the Dutch brig was seen ahead, and got under the protection of the fort before the "Diana" could come up with her. As the wind had freshened and there was every appearance of a gale coming on, the "Zephyr" not caring to anchor on a lee shore, stood out towards the "Diana," which wore to meet her. About half-past four a.m. the British brig got within half gun shot of her opponent, and an engagement commenced, which lasted more than an hour, during which the "Zephyr," having her gaff and main-top-gallant mast shot away, the "Diana" got alongside her and was preparing to board, when the Dutch brig hauled down her colours. Just as the action ended, five gunboats came out to the assistance of the "Zephyr," but the "Diana," taking her prize in tow, stood towards them, and after a few shots were exchanged, the gunboats put about and made towards shore. In this affair, the "Diana" sustained no serious damage, and had not a man of her crew of forty-five, hurt. The "Zephyr" had her first lieutenant and four men killed, and seven or eight men wounded. Soon afterwards Lieutenant Kempthorne was promoted to the rank of Commander.

THE "SCEPTRE," "BLONDE," AND OTHERS WITH "LOIRE" AND "SEINE." December 18th, 1809.

A British squadron consisting of the "Blonde," thirty-eight, Captain V. Ballard, "Thetis," thirty-eight, Captain

G. Miller, "Castor," thirty-two, Captain W. Roberts, the eighteen-gun sloops "Hazard" and "Cygnet," Captains H. Cameron, and C. Dix, the eighteen-gun brig "Ringdove," Captain W. Dowers, and twelve-gun schooner "Elizabeth," Lieutenant C. Finch, cruising off Guadaloupe, at daylight on December 17th discovered two strange sail making their way to Basse-terre. The British ships chased, and the strangers, which were the "Loire" and "Seine," forty-gun frigates, but now mounting but twenty guns each, laden with troops and military stores for Guadaloupe, finding themselves cut off from their port, got into a cove called Anse la Barque, about three leagues to the north west of Basse-terre. The two French ships anchored head and stern, with their broadsides to the sea, and were protected by a battery on each side of the cove. As the British ships came up, another battery to the southward of Anse la Barque, opened fire on them, and hulled the "Ringdove," lying becalmed, close in shore. Captain Dowers immediately landed with his boats, stormed the battery, spiked the guns, and blew up the magazine, and returned to his ship without a man being hurt. In the evening, the "Elizabeth" was sent to sound the entrance to the bay, and the frigate "Freija," thirty-six, Captain J. Hayes, joined from Martinique. At half-past eight in the morning of December 18th, the "Sceptre," seventy-four, Captain S. Ballard, arrived, and preparations were made for an immediate attack. The "Blonde" and "Thetis" were ordered to engage the French frigates, while the "Sceptre" and "Freija" engaged the batteries, and the "Hazard," "Cygnet," "Ringdove" and "Elizabeth" were ordered to take the armed boats of the squadron in tow. Owing to the light winds the British ships found it very difficult to take up their positions, but the "Blonde" having got within a quarter of a mile of the French ships, and within half pistol shot of a battery, anchored with springs on her cable, shortly before three p.m., and opened her fire. The "Thetis" soon after anchored, and commenced firing on the enemy with

such effect that at half-past three p.m. one of the French ships was totally dismasted, and struck her colours. At twenty minutes past four the remaining French frigate surrendered, and the British ships cut their cables and made sail beyond the range of the fort, which kept up a heavy fire of shot, grape, and musketry. Soon after five p.m., one of the French frigates being on fire, blew up, and part of the flaming wreck falling on board the other frigate, set her on fire and destroyed her. Just as night was closing in, the boats of the squadron under the command of Captain Cameron, covered by the fire of the smaller vessels, pushed for the shore and landed under a heavy fire. The fort was carried by storm, Captain Cameron hauling down the French colours with his own hand, and the boats returned to the ships with but trifling loss, the principal being that of the gallant Captain of the "Hazard."* The "Blonde" had her first lieutenant, master's mate, and six men killed, and two officers and fourteen men wounded; the "Thetis" had six men wounded, the total loss of the British including Captain Cameron of the "Hazard," being nine killed, and twenty-two men wounded.

The "Cherokee" and "L'Aimable Nelly."

January 10th, 1810.

The ten gun brig "Cherokee," Commander R. Arthur, with a crew of seventy-five men and boys, on January 10th, reconnoitred the harbour of Dieppe, and discovered seven lugger privateers, lying close together at anchor, under the batteries, within two hundred yards of the pier-head. Commander Arthur resolved to attack them, and standing in with a favourable wind, ran between two of the luggers, and laid one of them on board. The crew of the lugger attempted to board the "Cherokee" but were repulsed, and the lugger

* Captain Cameron was killed by an unfortunate mistake. On gaining possession of the French flag, in the exultation of victory, he wrapped it round his body; a British sailor seeing this, and taking him for an enemy, fired at him, and shot him through the heart.

was boarded and taken by the British. The other luggers kept up a heavy fire of musketry, but the "Cherokee" got out with her prize, the "Aimable Nelly," a new lugger of sixteen guns, with a crew of sixty men, of whom two were killed and eight wounded. The "Cherokee" did not loss a man, but her lieutenant and boatswain were wounded. For this dashing exploit, Commander Arthur was promoted to post rank.

The "Scorpion" and "L'Oreste."
January 12th, 1810.

On January 11th, Captain V. Ballard of the "Blonde," commanding a British squadron stationed off Basse-terre, Guadaloupe, detached the eighteen-gun brig "Scorpion," Commander F. Stanfell, to bring out a French brig, at anchor near the shore. At nine p.m., while standing in, in search of the enemy, the British perceived the object of their attack, the brig "Oreste," sixteen guns, just clearing the north point of the bay. The "Scorpion" made sail in chase and by the aid of her sweeps, at eleven p.m. brought the French brig to action. A running fight followed, in the course of which the "Scorpion" was exposed to the fire of a battery on shore, till half-past one the next morning, when the "Oreste" being nearly unrigged, surrendered. At this moment the barge of the "Blonde" came up, and assisted in taking possession of the prize. The "Scorpion" had her masts and rigging much cut, and four of her crew of one hundred and twenty men wounded. The loss of the "Oreste" was two men killed, and her captain and nine men wounded. Being a nearly new vessel, she was added to the British Navy by the name of "Wellington," and Commander Stanfell was promoted to post rank.

The Capture of Guadaloupe.
January—February, 1810.

A combined Naval and Military Expedition, commanded by Vice-Admiral the Hon. Sir A. Cochrane, and Lieut.-General

Sir G. Beckwith, on January 27th, anchored off the town of Gosier in the island of Guadaloupe. The next day, the troops landed at two different places without opposition, and on February 6th, the island was in the possession of the British. A medal was given to the troops employed in this service.* The Navy not being actively engaged, suffered no loss. The ships which took part in this Expedition were :— the "Pompée," Vice-Admiral Sir A. Cochrane, Captain C. Dilkes ; "Abercrombie," W. Fahie ; "Alfred," J. Watson ; "Alcmene," Hon. W. Maude ; "Asp," R. Preston ; "Aurora" J. Duer ; "Amaranthe," G. Pringle ; "Achates," T. Pinto ; "Attentive," R. Carr ; "Belette," D. Sloane ; "Ballahou," G. Mills ; "Bacchus," D. Jeremy ; "Blonde," V. Ballard ; "Castor," W. Roberts ; "Cherub," T. Tucker ; "Cygnet," E. Dix ; "Elizabeth," D. Fitch ; "Freija," J. Hayes ; "Fawn," Hon. G. Crofton ; "Frolic," T. Whinyates ; "Forester," J. Watt ; "Gloire," J. Carthew ; "Guadaloupe," M. Head ; "Grenada," S. Briggs ; "Hazard," W. Elliot ; "Loire," A. Schomberg ; "Laura," N. Hunter ; "Melampus," E. Hawker ; "Morne Fortunée," F. Wills ; "Netley," J. Jackson ; "Orpheus," P. Tonyn ; "Observateur," F. Wetherall ; "Perlen," N. Thomson ; "Pelorus," T. Huskisson ; "Pultusk," J. McGeorge ; "Plumper," W. Frissell ; "Rosamond," B. Walker ; "Ringdove," W. Dowers ; "Sceptre," S. Ballard ; "Statira," H. Boys ; "Scorpion," F. Stanfell ; "Savage," W. Ferris ; "Supérieure," H. Coxon ; "Star," D. Paterson ; "Snap," J. Stewart ; "Surinam," A. Hodge ; "Subtle," C. Brown ; "Thetis," G. Miller ; "Vimiera," C. Scobell ; "Wanderer," W. Robilliard.

The "Thistle" and "Havik,"

February 10th, 1810.

On the morning of February 10th, in latitude 25° 22′ north, longitude 61° 27′ west, the ten-gun schooner "Thistle,"

* See "Medals of the British Army," page 106.

Lieutenant P. Procter, with a crew of fifty men and boys, discovered and chased a strange ship, which proved to be the Dutch corvette "Havik," pierced for eighteen guns, but mounting only ten, bound from Batavia to New York. At five p.m., the "Thistle" got alongside the "Havik," and hailed her to bring to, firing a shot across her bows, which was replied to by a broadside. A running action commenced, which lasted for five hours, during which the "Havik," a large India built ship, attempted to run the schooner down, and made every effort to escape. At half-past eight p.m., the "Thistle" closed with her opponent, and a smart fire was kept up for about an hour, when the "Havik" struck her colours and surrendered. The prize had a valuable cargo, and on board of her was Rear-Admiral Buyskes, late Commander-in-chief at Batavia, and his suite. The "Thistle" had one man killed, and her Commander and six men wounded. The loss of the "Havik" was one man killed and the Dutch Admiral, and seven men badly wounded. In the month of June following, Lieutenant Procter was promoted to the rank of Commander.

The "Surly," "Firm," and "Alcide,"
April 24th, 1810.

On April 24th, (or April 20th, according to the letter in the Gazette) the ten-gun cutter "Surly," Lieutenant R. Welsh, and sixteen-gun brig "Firm," Lieutenant J. Little, chased and drove ashore a French vessel at the mouth of the Piron. The boats of the British ships, commanded by Lieutenant Hodgkins, went in under a heavy of musketry from the crew of the vessel, and a body of four hundred troops on shore, hove the vessel off the beach,and brought her out. She was the "Alcide," French cutter privateer, mounting four four pounders, which were thrown overboard in the chase. The casualities of the British were the second master of the "Firm" killed, and one man wounded.

The "Sylvia" and "Echo."
April 26th, 1810.

As the ten-gun cutter "Sylvia," Lieutenant A. V. Drury, was cruising off Java on April 26th, she observed three brigs and two lug-sail vessels standing in for Batavia. The "Sylvia" came up with the sternmost brig, the "Echo," eight guns and forty-six men, and after a sharp contest of twenty minutes, compelled her to strike. The other brigs made no effort to assist their consort, but made all sail away, and got under the protection of some batteries, leaving two lug-rigged transports, (each armed with two long nine-pounders, with crews of sixty men) laden with artillery stores and valuable goods, which became the prizes of the "Sylvia." In this affair, the loss of the "Sylvia" was four men killed, and three wounded; the Dutch brig had three men killed and seven wounded.

The "Spartan*" with "Ceres" and "Sparvière."
May 3rd, 1810.

The thirty-eight gun frigate "Spartan," Captain J. Brenton, with the "Success," thirty-two, Captain J. Ayscough, cruising near Ischia, on May 1st chased into the Mole at Naples the French forty-gun frigate "Ceres," the "Fama," twenty-eight, corvette, the "Sparviére," eight, brig, and a cutter. Captain Brenton, feeling assured that the French vessels would not put to sea, while two British frigates were lying off the port, despached the "Success" to cruise off Capri, while the "Spartan," alone stood in towards Naples. At five o'clock on the morning of May 3rd, the French squadron was discovered coming out from the Mole at Naples, consisting of the "Ceres," "Fama," "Sparviére," the "Achille," cutter, ten guns, and seven gun-boats, each carrying a long eighteen-pounder. Four hundred Swiss troops were also embarked on board the "Ceres" and "Fama," making a total of ninety-

* For this action thirty-four medals were issued.

five guns and about fourteen hundred men, opposed to forty-six guns and two hundred and fifty-eight men. About eight a.m., the "Ceres" opened fire on the British frigate, which made no return till every gun was covered by her opponent, when a most destructive broadside, treble shotted, was poured in at pistol shot distance. The carnage among the troops on board the "Ceres" was frightful, as they were drawn up in ranks from the cat-head to the taffrail, in readiness for boarding. The "Spartan" then gave the "Fama" and the brig a broadside in succession, and cutting off the cutter and gun-boats from the rest of the enemy's squadron, hove in stays, and engaged them on both sides as she came round. The "Ceres" wore, and followed by the corvette and brig, stood toward the batteries at Baia. The British frigate pursued, but the breeze dying away, she was engaged on her larboard bow by the "Fama" and "Sparvière," and the cutter and gun-boats sweeping up on her stem and quarter, opened a heavy fire. Captain Brenton was wounded by a grape shot in the hip, and being carried below, Lieutenant G. Willes took the command. The sea breeze springing up, the "Spartan" wore, and with a raking broadside, shot away the foretopmast of the "Fama," which ship was on the point of surrendering, when she was towed away by the gun-boats. Another broadside brought down the main topmast of the "Sparvière," and compelled her to haul down her colours at ten p.m., by which time the "Ceres" was fast approaching the protection of the batteries. Owing to the disabled state of her sails and rigging the "Spartan" was rendered unmanageable, or the "Fama" would have been captured. The British frigate, having repaired her damages, took her prize in tow, and stood across the Bay of Naples, to the mortification of Murat, who had been watching the action from the Mole, and expecting to see his squadron return in triumph with the "Spartan." To add to his chagrin, the "Sparviére" was his own yacht, and for her loss he severely reproached his officers. The loss of the "Spartan,"

who was twenty-three men short of her complement, was a master's mate, and nine men killed, and her captain, first lieutenant and twenty men wounded. The French acknowledged a loss of over one hundred and twenty men in killed and wounded. The "Spartan" in consequence of her damages, and the very severe wound of her Captain, was sent to England, where she arrived in July following. Lieutenant Willes was promoted to the rank of Commander, and Captain Brenton was presented by the Patriotic Fund with a sword valued at one hundred guineas. The King of the Two Sicilies gave him the Grand Cross of the Order of St. Ferdinand, and in November, 1812, he was created a baronet of Great Britain.

The "Royalist." Action with, and capture of Six Armed French Vessels, May and June, 1810.

The "Royalist" eighteen guns, brig-sloop, of the largest class, Captain G. J. Maxwell, while cruising in the Channel between May 1st, 1809, and February 24th, 1810, captured five French Privateers, viz.—"La Princesse," lugger, sixteen guns, fifty men, "Le Grand Napoleon," eighteen guns, seventy-five men, November 17th, "l'Heureuse Etoile," cutter, two guns, fifteen men, December 6th, "La Beau Marseille," lugger, fourteen guns, sixty men, December 10th, "Le Francois," lugger, fourteen guns, sixty men, December 31st, and the "Prince Eugene" lugger, fourteen guns, fifty-five men, February 24th, 1810. The dates given of the captures in the official list, are consequently wrong. Captain Maxwell was promoted to post rank in June 1810.

The "Thames," "Pilot," and "Weazle," at "Amanthea," July 25th, 1810.

At daybreak on July 25th, the thirty-two gun frigate "Thames," Captain G. Waldegrave, and the eighteen-gun brig "Pilot," Captain J. T. Nicolas were cruising on the coast of Naples, when the eighteen-gun brig "Weazle," Captain H. Prescott, made a signal for an enemy's convoy;

consisting of thirty-two transports from Naples, laden with stores for Murat's army at Scylla; protected by seven gun boats, each mounting a long eighteen pounder, and four scampavias or armed vessels. On the approach of the British ships, the transports ran upon the beach under the town of Amanthea, when they were flanked by two batteries, and defended by the armed vessels drawn up in line. The Thames and brigs opened fire within grape shot distance, and soon drove the enemy from their vessels, and the boats of the three ships, under the command of Captain Prescott, and Lieutenant E. Collier of the "Thames," pushed off to bring them out. The British were much annoyed by musketry from the walls of the town, but covered by the fire of the ships, by six p.m. all the vessels were brought off or destroyed, with the loss of one man killed, and seven men wounded, on the part of the captors. For their behaviour in this affair, Captain Prescott and Lieutenant Collier were promoted.

Capture of Banda Neira, August 9th, 1810,

(See ante, page 51.)

The "Boadicea," "Otter," and "Staunch," with "French Squadron," September 18th, 1810.

As the thirty-eight gun frigate "Boadicea," Captain J. Rowley, the "Otter" eighteen-gun sloop, Commander J. Tomkinson, and the "Staunch," brig, Lieutenant B. Street, were lying at St. Denis in the Isle of Bourbon, on the morning of August 9th, two French ships with a prize, were discovered in the offing. The French ships were the forty gun frigate "Venus," and the sixteen-gun corvette "Victor," and their prize was the British thirty-two gun frigate "Ceylon," Captain C. Gordon; which after a chase which began the day preceding, and a hot action lasting over three hours, they had captured that morning. In the action the "Ceylon" had lost her fore and main topmasts, and the

"Venus" her mizzen mast, and fore and main topmasts. The British weighed and made sail in chase of the enemy, who were making the best of their way towards the Isle of France. The "Victor" took the "Ceylon" in tow, but finding the British ships gaining rapidly on her, she removed her men from the "Ceylon," cast her off, and stood away to the eastward. At twenty minutes to five p.m. the "Boadicea" got alongside the "Venus," and after a smart cannonade of ten minutes, the French frigate struck her colours. On board her were found Major General Abercrombie and his staff, who had been captured in the "Ceylon." The "Boadicea" took her prize in tow, and the "Otter" rendered the same service to the "Ceylon," while Captain Gordon resumed the command of his recovered ship. The "Victor" being too far off to be pursued with any chance of success, the British ships returned to the Isle of Bourbon. In this affair, the "Boadicea" had two men wounded, the loss of the "Venus" was nine men killed, and fifteen men wounded. She was a fine new ship of one thousand one hundred tons, and was added to the British Navy by the name of "Néréide."

The "Briseis" and "Sans-Souci," October 14th, 1810.

At noon, on October 14th, the ten-gun brig "Briseis," Lieutenant G. Bentham, cruising in the North Sea, fell in with the French privateer schooner "Sans-Souci," fourteen guns. After a chase of eight hours, the "Briseis" brought the schooner to close action, which was maintained for an hour, the vessels almost touching each other. Being defeated in three desperate attempts to board the British brig, the "Sans-Souci" struck her colours, with a loss of eight men killed, and nineteen wounded, out of her crew of fifty-five men. The loss of the "Briseis" was, out of her completement of seventy-five men and boys, two officers and two men killed, and eleven men wounded. For this action Commander Bentham was promoted to post rank.

Sir W. Hoste's Action off Lissa. March 13th, 1811.

See ante, page 53.

*Defence of Anholt. March 27th, 1811.

The small island of Anholt in the Cattegat, captured from the Danes in 1809, was garrisoned by three hundred and fifty Royal Marines, and thirty-one Marine Artillery, commanded by Captain R. Torrens, R.M., the whole being under Captain J. W. Maurice, R.N., Governor of the Island. The Danes resolved to obtain possession of the Island, and on March 23rd, a flotilla of twelve gunboats, each mounting two long twenty-four or eighteen pounders, and four howitzers, and manned with from sixty to seventy men, with twelve transports, carrying above twelve hundred troops and seamen, assembled in Gierrild Bay. The next day a Danish officer, under a flag of truce, visited the island, ascertained the strength of the garrison, and that the only vessel cruising off the island was a small armed schooner. The flotilla, accordingly set sail, and at four in the morning of March 27th, the Danish force disembarked during a thick fog, without opposition. Captain Maurice was aware of the impending attack, and had made preparations to resist it. The garrison was under arms before dawn, and on the approach of the Danes opened such a fire upon them from the York and Massareene batteries, as drove them from some houses they had taken possession of, and compelled them to seek shelter behind the sandhills on the beach. Unknown to the enemy, the thirty-two gun frigate "Tartar," Captain J. Baker, and the sixteen-gun brig "Sheldrake," Captain J. Stewart, had arrived the day before on the north side of the island, and on hearing the firing, got under weigh to attack the Danish gun-boats. The main body of the troops landed made several determined attempts to carry the British batteries by assault, but the heavy fire of grape and musketry strewed the plain with killed and wounded, the Commander of the enemy fell while leading on

* Forty-six medals were issued to the survivors of this action.

his men,* and the second in command had both his legs carried away by a cannon ball. At the same time the "Anholt," a small armed schooner, commanded by Lieutenant H. L. Baker, anchored close to the shore, and opened fire on the flank of the assailants, who finding it impossible to advance or retreat, presently displayed a flag of truce, and surrendered. The gun boats on discovering the approach of the "Tartar" made off towards the westward of the island, whither the remainder of the Danish troops had fled, and re-embarked them before the British ships, which had to run several miles to the leeward to weather the reef, could get near enough to molest them. The gun boats on leaving the island separated, some making for the coast of Jutland, and the others, running before the wind for the Swedish coast. The "Tartar" pursued those standing for Jutland, and captured two transports; the "Sheldrake" made sail after the gun boats towards Sweden, and after the exchange of a few shot, captured two, and sunk another, sustaining no loss. The loss of the British garrison was two men killed, and Captain Torrens and twenty-nine men wounded, the loss of the Danes, including their three chief officers, was between thirty and forty men killed, and about thirty men wounded. Including the men on board the captured vessels, over six hundred and forty of the assailants were taken prisoners, and so ended the Danish expedition to Anholt.

The "Arrow," with Chasse-Marees, April 6th, 1811.

On April 6th, the "Arrow," Lieutenant S. Knight, was engaged with some Chasse-Marées, and batteries, off the coast of France. For this service, Lieutenant Knight was promoted to the rank of Commander a few months after.

* "The Danish Commandant (Major Melstedt) was much beloved. He fell from a musket shot from a marine at my elbow; the fellow had fired at him five times ineffectually, the sixth brought him down, when he exclaimed—"take that pinch of snuff you scoundrel," and immediately began to re-load his piece with all the coolness imaginable." *Letter from an Officer present.*)

THE "ASTREA," "PHŒBE," "GALATEA" AND "RACEHORSE," WITH FRENCH FRIGATES. May 20th, 1811.

THE French forty-gun frigates "Renommée," "Clorinde," and "Néréide," bound from Brest to the Isle of France with troops and munitions of war, found on their arrival at their destination, that the island was in the possession of the British, having been captured in the preceding December. The French Commodore bore away for Madagascar, and on May 20th, off the south of that island, he was discovered by the British frigates "Astrea," thirty-six, Captain C. Schomberg, "Phœbe," thirty-six, Captain T. Hillyar, "Galatea," thirty-six, Captain W. Losack, and "Racehorse," eighteen-gun brig Captain J. de Rippe. About four o'clock p.m. the "Astrea," being the leading ship, returned the fire of the "Renommée," and the "Phœbe" and "Galatea" as they came up opened fire in succession. The cannonade produced a calm, and by the failure of the breeze the "Astrea" was unable to wear, while the "Renommée" and "Clorinde" brought up on the stern and quarter of the "Phœbe" and "Galatea," and poured a most destructive fire into them, the "Néréide" at the same time exchanging a distant and partial fire with the "Astrea." About half-past six p.m. a slight breeze springing up, the "Phœbe" brought the "Néréide" to close action, and in twenty-five minutes completely silenced her, but the "Renommée" and "Clorinde" coming to her assistance, the "Phœbe" bore away. But before this, the two French frigates had terribly cut up the "Galatea. Her boats were sunk in endeavouring to tow her head round, but at length by getting sweeps out of the head, she brought her broadside to bear on the "Renommée," after sustaining the fire of her two opponents for nearly three hours. When the French frigates left to support the "Néréide," the "Galatea," her masts much wounded, her rigging cut to pieces, over fifty shot holes in her hull, nearly four feet of water in her hold, and more than sixty of her crew killed and wounded, made sail towards the "Astrea" and "Racehorse," about eight

p.m. Soon after, her fore and mizzen top-masts fell overboard, and Captain Losack hailed the Commodore, that the "Galatea" was in too disabled a state to renew the action, or chase the enemy, now making off to the northward. The "Astrea," "Phœbe," and "Racehorse" pursued the French frigates, and just before ten p.m. the "Renommée" was brought to close action by the "Astrea," and after a smart contest of twenty-five minutes, surrendered. Sending a boat to take possession of the prize, Captain Schomberg with the "Astrea" and "Phœbe" made all sail after the "Clorinde," till two a.m. on May 21st, when finding there was no chance of overhauling the French frigate, he gave up the chase. The "Galatea" made the best of her way to Port Louis, and the "Néréide" much shattered, reached Tamatave, where on May 26th she surrendered to the "Astrea," "Phœbe," and "Racehorse." In this action the damages of the "Astrea" were but trifling, and her loss two men killed, and her first lieutenant and fifteen men wounded. The fore topmast of the "Phœbe" fell just after giving up the chase of the "Clorinde," and her lower masts and rigging were much damaged. Her loss was eight men killed, and twenty-three men wounded. The "Galatea," out of her complement of two hundred and seventy one men and boys, had her first Lieutenant of Marines, and fifteen men killed, and her captain, and forty-six men wounded. The "Racehorse" escaped without any loss. The loss of the enemy in the two captured ships according to the official account, was their Commodore (killed) and two hundred and seventy-four officers and men killed and wounded. The "Renommée" and "Néréide," being fine new frigates, were added to the British Navy, the "Renommée" under the name of "Java," and the "Néréide" as the "Madagascar."

The "Hawke" and "Heron,"
August 18th, 1811.

The sixteen-gun brig "Hawke," Captain H. Bourchier, on August 18th, when near the island of St. Marcouf, discovered

a French convoy protected by three gun brigs, and two large luggers, steering for Barfleur. Captain Bourchier chased, and on nearing the enemy, the five armed vessels stood out from the convoy to receive the "Hawke," which came up and engaged them within half pistol shot about half-past five p.m. For some time the action was maintained with great spirit on both sides, till two of the brigs, the two luggers, and fifteen sail of the convoy were driven on shore. In the act of wearing to prevent the third brig from raking her, the "Hawke" also grounded, when the brig and some of her convoy that had previously struck, made their escape. After being an hour and a half exposed to a fire of artillary and musketry from the shore, the "Hawke" got again afloat, and anchored to repair her damages. Captain Bourchier then sent in his boats under the orders of Lieutenant Price, to bring out or destroy as many of the vessels as he could, and under a fire of musketry from the beach, the brig "Heron," sixteen guns, but mounting only ten, and three large transports, laden with ship timber, were brought out. The loss sustained by the "Hawke" in this well executed enterprise, was one seaman killed, and four wounded. Captain Bourchier took his prizes into Portsmouth, and soon after was promoted to post rank.

Capture of Java.

August and September, 1811.

The Governor General of India, Lord Minto, having resolved to dispatch a Naval and Military force to reduce the Island of Java, an expedition was assembled in Madras Roads, under the command of Commodore W. Broughton and Lieutenant General Sir S. Auchmuty. The first division of troops commanded by Colonel R. Gillespie sailed on April 18th, and were followed a week after by the second division, under the command of Major General Wetherell. On August 4th the expedition anchored in the Bay of Batavia, and the troops, amounting to about eight thousand men landed without

opposition the same day at Chillingching, about twelve miles to the eastward of Batavia. On August 8th, the city of Batavia surrendered, and was taken possession of by Colonel Gillespie. The next day, Rear Admiral the Hon. R. Stopford joined the expedition, and superseded Commodore Broughton in the command of the fleet.

The ships employed in this expedition were the "Scipion," seventy-four, Rear-Admiral Hon. R. Stopford, Captain J. Johnson; "Illustrious," seventy-four, Commodore W. Broughton, Captain R. W. Festing; "Minden," seventy-four, E. W. Hoare; "Lion," sixty-four, H. Heathcote; "Akbar," forty-four, H. Drury; the thirty-eight gun frigates "Nisus," P. Beaver; "President," S. Warren; "Hussar," J. Crawford; "Phæton, F. Pellew; the thirty-six gun frigates "Leda," G. Sayer; "Caroline," C. Cole; "Modeste," Hon. G. Elliot; "Phœbe," J. Hillyar; "Bucephalus," C. Pelly; "Doris," W. Lye; the thirty-two gun frigates "Cornelia," H. Edgell; "Psyche," J. Edgcumbe; "Sir F. Drake," G. Harris; the sloops "Procris," R. Maunsell; "Barracouta," W. Owen; "Hesper," B. Reynolds; "Harpy," H. Bain; "Hecate," H. Peachy; "Dasher," B. Kelly; "Samarang," J. Drury. There were also eight of the Company's cruisers under Commodore J. Hayes, making with the transports and gunboats, a fleet of about one hundred sail. A body of about five hundred seamen were landed under the command of Captain Sayer,* assisted by Captains Festing, Maunsell, Reynolds and Stopford; who were employed in erecting and manning the batteries to attack the strongly entrenched and fortified position of Cornelis, occupied by the enemy's general, Jansens, and his army. A detachment of marines under Captain R. Bunce, was also landed. After a heavy cannonade, the Dutch position was carried by storm at dawn on August 26th, and nearly the whole of the hostile

* Captain Sayer of the "Leda," was given the Field Officers gold medal for his services, the only instance on record of a Captain in the Navy receiving such a reward.

army were killed, wounded, or taken prisoners. A few more skirmishes, and gallant exploits followed, till Java and its dependencies, surrendered on September 18th. The losses sustained by the Navy, in these operations, were fifteen seamen and marines killed, and Captain Stopford, with five other officers, and forty-nine men wounded, and three men missing. The property taken in the island of Java amounted to nearly £1,000,000, and was shared among the captors.

The "Skylark" and "Locust" with Flotilla. November 11th, 1811.

The sixteen gun-brig "Skylark," Commander J. Boxer, and the twelve gun-brig "Locust," Lieutenant J. Gedge, on November 11th, observed twelve French gun-brigs, near Cape Grisnez, standing along shore to the eastward. The British ships chased, and captured one of the enemy's vessels, with four twenty-four pounders and sixty men, and drove another on shore near Calais, under a hot fire from the batteries and musketry on the beach. For this service Lieutenant Gedge was promoted to the rank of Commander.

The "Alceste," "Active" and "Unitié," with French Frigates, November 29th, 1811.

On November 29th, as the thirty-eight gun frigates "Alceste," and "Active," Captains M. Maxwell, and J. A. Gordon, and "Unitié," thirty-two, Captain E. Chamberlayne, were cruising in the Adriatic, near the island of Augusta, three strange sail appeared, which proved to be the French forty-gun frigates "Pauline," and "Pomone," and the frigate built store ship "Persanne," from Corfu to Trieste, laden with brass and iron ordnance. On discovering the British frigates, the French ships made sail to the north west, and were chased by the "Alceste," and her companions. At eleven a.m. the "Persanne" finding she could not keep way

with the "Pauline" and "Pomone" separated from them, and bore up before the wind, and the "Unitié" was ordered by Captain Maxwell to go in pursuit of her. The "Alceste" and "Active" continued the chase of the "Pauline" and "Pomone," and at twenty-four minutes past one p.m. the "Alceste" under a press of sail to get alongside the French Commodore, a short distance ahead, exchanged broadsides with the "Pomone," but a shot carrying away her main top-mast, the wreck fell over on the starboard side, and the "Alceste" dropped astern. Cheers of "Vive l'Empereur," arose from both the French ships, but the "Active" coming up, took the place of the "Alceste," and brought the "Pomone" to close action about two p.m. Shortly after, the "Pauline" stood for the "Alceste" and both ships about half-past two p.m. became closely engaged. After an action of thirty minutes, the French Commodore, seeing that the "Pomone" was getting the worst of it with the "Active," and observing the eighteen-gun sloop "Kingfisher," Captain E. Tritton, approaching in the distance, hauled his wind, and stood to the westward under all sail. The "Alceste" then ranged up on the larboard beam of the "Pomone" and opened fire on her, the "Active" having unavoidably shot ahead. The main and mizzen masts of the "Pomone" fell overboard, and immediately afterwards she hoisted a Union Jack in token of surrender. Neither of the British frigates being in a condition to pursue the "Pauline," the French Commodore escaped, and reached Ancona in safety. In the mean time the "Unitié" pursued the "Persanne" and was galled considerably by her stern chasers. About four p.m. the British frigate got near enough to open her broadside, the "Persanne" returned it, and immediately hauled down her colours. The sails and rigging of the "Unitié" were considerably damaged, but she had but one man wounded. The "Persanne" had two men killed, and four men wounded. The casualities on board the "Alceste," out of a crew of two hundred and eighteen men and boys, were a midshipman and

six men killed, and a lieutenant and twelve men wounded. The "Active" had a midshipman and seven men killed, her gallant captain lost a leg,* and two lieutenants and twenty-four men were wounded. The fore-mast of the "Pomone" fell soon after her capture, and her hull was so shattered by the well directed fire of the "Active" that she had five feet of water in her hold. Out of her crew of three hundred and thirty two men, fifty were killed and wounded, among the latter being her captain. For this action, the first lieutenant of the "Alceste," and the first and second lieutenants of the "Active" were promoted to the rank of Commanders.

THE "VICTORIOUS" AND "RIVOLI," February 22nd, 1812.

See ante, page 54.

THE "ROSARIO" AND "GRIFFON," WITH FLOTILLA. March 27th, 1812.

THE ten-gun brig "Rosario," Captain B. Harvey, cruising about four or five miles from Dieppe, on March 27th, observed twelve brigs and a lugger standing alongshore. This was a division of the Boulogne flotilla, bound to Cherbourg. Each brig carried three long twenty-four-pounders, and an eight-inch brass howitzer, with a crew of fifty men. The "Rosario" made sail to cut off the leewardmost of the brigs, but the whole formed in line, and engaged the

* Captain Gordon was wounded about the middle of the action. While leaning on the capstan, a thirty-six pound shot came in through a port hole, grazed a caronnade slide, took off a seamen's leg, and struck the captain on the knee joint, severing his leg as if done by a knife. As he was being carried below, he directed his first lieutenant, Dashwood, to do his best, and gave similar advice to Lieutenant Hayes, should any mischance happen to his senior officer. Shortly afterwards Lieutenant Dashwood lost his right arm, and Lieutenant Hayes took the command, and though wounded, fought the "Active" till the end of the action. When the "Pomone" surrendered, the French captain delivered his sword to Captain Maxwell as the senior officer, who considering the "Pomone" to be the fair prize of the "Active," sent the sword to Captain Gordon, as his by the right of conquest.

"Rosario" in succession, and afterwards bore down to endeavour to lay her on board. The sixteen-gun brig "Griffon," Captain G. Trollope, appearing in the offing, Captain Harvey summoned her to his assistance, and immediately his signal was answered, about forty minutes past noon, again engaged the rear of the enemy, who were endeavouring to get into the port of Dieppe. About half-past one p.m., being to windward, the "Rosario" ran into the middle of the flotilla, drove two of the brigs on board each other, and backing her main topsail, engaged them within musket shot, until they got clear, and then stood on and engaged a third brig, which she soon dismasted, and compelled to anchor. Passing her, the "Rosario" drove the next brig on shore, and bearing up to leeward, ran another on board and carried her, being then no more than three quarters of a mile from the beach. Taking his prize in tow, Captain Harvey bore away beyond the reach of the batteries, and met the "Griffon" coming up under a press of sail, to take part in the action. Captain Trollope engaged and drove ashore another brig in St. Aubin's Bay, under a heavy fire from the batteries, after which Captain Harvey who was repairing his damages, signalled the "Griffon" to attack the part of the flotilla which had come to an anchor. Captain Trollope ran his brig between one of the vessels of the enemy and the land, laid her on board, cut her cables, and brought her out under a furious fire from the batteries. Finding the "Griffon" was too much disabled in her rigging to renew the attack, although his prisoners equalled his crew in number, Captain Harvey ran alongside the brig he had previously dismasted, which, unknown to him had just been abandoned by her crew, and brought her away. With their three prizes the "Rosario" and "Griffon" made sail for the Downs, while the French Commodore, with his seven remaining vessels entered Dieppe. In this really gallant achievement, the only loss sustained by the British was one midshipman, J. Dyer, and four men wounded on board the "Rosario."

Captains Harvey and Trollope were promoted to post rank, and given the ribbon of Companions of the Bath, and Mr. Dyer for his distinguished conduct during the action, was made a lieutenant.

THE "NORTHUMBERLAND" AND "GROWLER," WITH FRENCH FRIGATES. May 22nd, 1812.

Two French forty-gun frigates, the "Arienne" and "Andromache," and the sixteen-gun brig "Mamelouck," having for some months committed great depredations on British commerce in the Atlantic, the "Northumberland," seventy-four, Captain Hon. H. Hotham, was dispatched to intercept them on their return to France. On the morning of May 22nd, while cruising near the Isle of Groix, with the twelve-gun brig "Growler," Lieutenant J. Weeks, in company; Captain Hotham discovered the three French ships in the north-west, crowding all sail to get into L'Orient. The "Northumberland" fetched to windward of the harbour, and cut the enemy off from their port, but was exposed to the fire of the French batteries on shore. Shortly before three p.m. the wind blowing very fresh from the north-west, the French ships formed in line, under all sail, and covered by their batteries, made a bold endeavour to pass between the "Northumberland" and the shore. Captain Hotham stood in as close as he could to Pointe de Pierre-Laye, and there with his main topsail shivering, waited for the frigates, which hauled so very close round the point, that he did not think it practicable, the "Northumberland" drawing over twenty-four feet of water, to get nearer the shore and lay the leading frigate on board, as he intended. He therefore bore up, and ran parallel to the French squadron, at about four hundred yards distance, engaging it and three batteries on the coast for about twenty minutes. Captain Hotham's design being to prevent the frigates passing outside the dry rock Graul, the "Northumberland" had to be steered so near it, as to leave

no room for her opponents to pass between her and the rock, and to avoid running on the rock herself; a most hazardous proceeding, as the smoke which rolled in clouds ahead of the ship concealed every object from view. By the skilful pilotage of the master, Mr. H. Stewart, the "Northumberland" passed the rock within her own length, and the two frigates and the brig were compelled to take the channel inside of it. Here, the water being not deep enough for them to pass, at a quarter to four, p.m., the two frigates under all sail, grounded, and in five minutes after the brig ran on the rocks extending from the Graul to the mainland. The "Northumberland" then hauled off to repair her damaged sails and rigging, leaving the enemy's ships to the effects of the falling tide, which in a short time left them on their beam ends, with their mast heads towards the shore. In the meanwhile the "Growler" joined, and opened fire on the grounded ships at a very short distance. About half past five the "Northumberland" anchored in six and a half fathoms water, and by means of a spring brought her broadside to bear on the two frigates and brig, lying with their keels nearly out of water, at point blank range. She received in return a feeble fire from three or four guns of the "Andromache," and a heavy fire from three batteries on the mainland, of which the shot from one only reached her. Having kept up a well-directed fire for an hour and a quarter, and riddled the bottoms of the enemy's ships with shot, their crews deserting them, and the "Andromache," in flames, the "Northumberland" weighed, and stood out of reach of the battery, which had caused her more damage than the fire of the ships and the other batteries combined during the day. About eight p.m. the "Andromache" blew up, at half past eleven the "Arienne" was on fire and burning fiercely, and the "Mamelouck" was blown up and destroyed the next day. Before dawn, the "Northumberland" and "Growler" were under weigh, and stood out to sea, having sustained a loss of five men killed, and a lieutenant, and twenty-seven men

wounded. These casualties occurred on board the seventy-four, the "Growler" having suffered neither damage nor loss. The Commander of the "Growler," and the first lieutenant of the "Northumberland" were deservedly promoted for this service.

The "Hyacinth," "Goshawk," and "Resolute," at Malaga. May 29th, 1812.

A number of fast sailing and fast rowing French privateers sailing from Malaga, under the command of Barbastro, a daring and able chief, having committed great ravages on British merchant shipping, Captain T. Ussher, in the twenty gun sloop, "Hyacinth," with the sixteen gun sloop "Goshawk," Commander J. Lilburne, the gun brig "Resolute," Lieutenant J. Keenan, and No. 16 gunboat, Lieutenant T. Cull, was sent by Rear Admiral Legge, to put a stop to their depredations. As the enemy's vessels would not be decoyed from their port, Captain Ussher determined to attack them with his boats, though defended by two batteries, mounting nineteen long twenty-four pounders between them. The expedition was commanded by Captain Ussher himself, assisted by Commander Lilburne, Lientenants Cull and Keenan. At nine in the evening of April 29th the boats with the gunboat, set out on their desperate service, Captain Ussher leading in his gig, with six men. Followed by Lieutenant Hastings in the "Hyacinth's" pinnace with twenty men, he dashed at a fifteen gun battery on the mole head, and carried it by storm in less than five minutes, while Commander Lilburn with the gun boat and other boats, boarded and took possession of the enemy's vessels. Barbastro's own vessel the "Braave," of ten guns, with hundred and thirty men, was captured, but he, with most of his crew escaped by jumping overboard. Having spiked the guns of the battery, Captain Ussher rowed up the harbour to superintend bringing out the

prizes, but the moon rising with uncommon brightness, discovered the position of the assailants. The castle commanding the harbour opened a heavy fire on the boats, and a regiment of French infantry which occupied the mole head battery immediately it was evacuated, fired vollies of musketry into the prizes and boats, at a few yards distance. Commander Lilburne fell mortally wounded, and the breeze totally dying away, it was with the utmost difficulty that Barbastro's vessel and another of similar force were brought out, the other prizes being abandoned. The loss of the British in this well planned action was severe. Out of the hundred and forty nine officers and men engaged, Commander Lilburne and fourteen men were killed, and fifty-three Officers and men wounded. The body of Commander Lilburne was interred at Gibraltar with all naval honours. Though dated May 29th in the official list, this affair took place on April 29th, 1812.

The "Dictator," "Podargus," &c., off Mardoe,

July 6th, 1812.

On the evening of July 6th, as the sixty-four gun ship "Dictator," Captain J. P. Stewart, the eighteen-gun brig "Calypso," Commander H. Weir, the "Podargus," brig, fourteen, Commander W. Robilliard, and "Flamer," brig, Lieutenant T. England, were off Mardoe on the coast of Norway ; the mast heads of a Danish squadron consisting of the new forty-gun frigate "Nayaden," three eighteen-gun brigs, and many gunboats, were seen over the rocks. There being a man on board the "Podargus" acquainted with the place, Commander Robilliard volunteered to lead the attack, but the "Podargus" ran aground on entering the passage. Leaving the "Flamer" to assist her, Captain Stewart stood in with the "Calypso," and shortly before eight p.m. the two ships, the "Calypso" leading, opened fire on the Danish frigate and her consorts, running under a press of sail inside

the rocks. At half-past nine p.m., after having sailed for twelve miles through a passage scarcely wide enough in some places to allow room for the studding sail booms of the "Dictator" to be out, Captain Stewart ran his ship aground, with her broadside bearing on the Danish frigate and brigs at musket shot distance, in the small creek of Lyngoe, where they had anchored close together.

The "Calypso," which had also grounded in the chase, shortly came up, and both ships opened such a destructive fire on the enemy, that the "Nayaden" was literally battered to pieces, and in flames, the three brigs compelled to surrender, and those of the gun-boats that were not sunk, sought safety in flight. The action had scarcely ended, and the "Dictator" got again afloat, when the gun boats rallied and commenced another attack, but were so warmly received by the "Calypso" that they again retreated. Meanwhile the "Podargus" and "Flamer," both being aground, were engaged with another division of gun boats, and batteries on shore, but by extraordinary exertions of their crews they at length got afloat, very much damaged in hulls and rigging. At three the next morning, the "Dictator" and "Calypso," with two prize eighteen gun brigs, in attempting to get through the passages, were attacked by a division of gun boats stationed behind the rocks, so that not a gun could be brought to bear upon them from either ship. Both brigs grounded, and being complete wrecks were abandoned by their captors. In this well executed enterprize, the "Dictator" had five men killed, and two officers and twenty-two men wounded, the "Podargus," two officers and seven men wounded, the "Calypso," three men killed, one wounded, and two men missing, and the "Flamer," one man killed, and one wounded. The Danes acknowledged a loss of three hundred men killed and wounded. Commanders Weir and Robilliard were promoted to post rank, and first lieutenant W. Buchanan, of the "Dictator," was made a commander.

The "Sealark" and "Ville de Caen," July 21st, 1812.*

The ten gun schooner "Sealark," Lieutenant T. Warrand, while cruising off the Start on July 21st, was informed by signal from the shore, of an enemy being in the south-east quarter. The "Sealark" made all sail in that direction, and after a three hours run, discovered the French privateer lugger "Ville de Caen," sixteen guns, chasing two merchant ships standing up channel. On the approach of the "Sealark" the lugger quitted the merchantmen, and altering her course, made off under all sail. The "Sealark" chased, and gaining on the lugger, ran her on board between her fore and main masts, and a close engagement followed, which lasted an hour and a half. The privateer's crew endeavoured to set the British ship on fire with hand-grenades, but by their unskilful use of them, set their own vessel on fire, and in the confusion, J. Beaver, the Master of the "Sealark" boarded the lugger at the head of a few men, and carried her cutlass in hand. The "Sealark" out of a crew of sixty men and boys, had seven men killed, and her commander, a midshipman, and twenty men wounded, several of them severely. The loss of the "Ville de Caen," out of her complement of seventy-five men, was her captain and fourteen men killed, and sixteen men wounded. For this action, Lieutenant Warrand was promoted to the rank of Commander.

The "Royalist" and "La Ruse." December 29th, 1812.

At eleven p.m. on the night of December 29th, the eighteen gun-brig "Royalist," Commander G. Downie, cruising in the Channel off Hythe, fell in with, and after a short action captured, the French privateer lugger, "La Ruse," sixteen

* This is the rarest of the Naval Medals, it having been given to the four only survivors of the action in 1849. A specimen with clasp, in the Greig Collection, sold for £14 5s. 0d.

guns, with crew of sixty-five men. The prize had her main mast shot away, and one of her crew killed, and another wounded, before she struck her colours. She was a new vessel, on her first cruise, and had made no captures.

The "Weasel," with "Gunboats."

April 22nd, 1813.

At daybreak on April 22nd, the eighteen gun-brig "Weasel," Commander J. Black, cruising in the Adriatic, discovered and chased a French convoy, making for Trau and Spalatro. As the brig approached, the convoy separated, the greater part with ten gun-boats, bearing up for the Bay of Boscalina, where at half-past five a.m. they anchored in a line, about a mile from the shore. At six o'clock the "Weasel" anchored with springs on her cables, within pistol shot distance, and engaged them for twenty minutes, when the gun-boats cut their cables, ran close in shore and again opened their fire. Commander Black cut his cable, followed them, and renewed the action at the same distance. Three heavy guns and two or three hundred infantry from the heights over the brig, now added their fire to that of the gun-boats. The action continued till ten a.m., when three of the gunboats struck their colours, two were driven on shore, and one sunk. Four more came to their assistance from the eastward, and anchoring outside the "Weasel," obliged her to engage on both sides, but this re-enforcement soon ran in and joined the others, and the eight gun-boats, from behind a point of land, from which their mast heads could only be seen from the "Weasel's" deck, opened a most destructive fire of grape shot on the brig. The crew of the "Weasel" originally short by the absence of men in prizes, was soon so reduced, that she could only man four guns, and her grape being all expended, her marines, and some of the seamen fired musketry. This lasted till about half-past six p.m., when all firing ceased on both sides. The "Weasel" was in a very

critical condition, being almost a wreck, within a few yards of a lee shore, her rigging and sails cut to pieces, her masts shot through, her cables and anchors destroyed or unserviceable, her hull pierced with shot, several between wind and water, and her pumps shot away, so that she could only be kept afloat by constant bailing at both hatchways. As soon as it was dark, Commander Black sent in his boats, and burnt the gun-boats which had gone ashore, with eight of the convoy, and brought away their anchors and cables, by means of which he began warping his brig out. At daylight on April 23rd, having warped about a mile from the shore, the wind blowing strong into the bay, the "Weasel" was again attacked by the remaining gun-boats, without being able to bring her broadside to bear on them. The whole of the day and the succeeding night, the brig continued slowly warping out of the bay, her crew being exhausted with fatigue. On the 24th at noon, a battery on a point she was obliged to pass, opened on her, and the gun-boats raked her astern, but on receiving a broadside, they sheered off, and at five p.m. on the third day, all firing ceased, and the "Weasel" was safe in the offing. In this hazardous but admirably conducted enterprise, the British vessel had her boatswain and four men killed; and her commander, first lieutenant, master's mate, a midshipman, and twenty-one men wounded. The loss of the enemy could not be ascertained, but must have been heavy. For his intrepid conduct, Commander Black was promoted to post rank.

The "Shannon" and "Chesapeake."
June 1st, 1813, (*see ante, page* 55.)

The "Pelican" and "Argus."
August 14th, 1813.

On the 12th of August the eighteen-gun brig "Pelican," Commander J. F. Maples, sailed from Cork in search of an American sloop which had been doing much damage to the

commerce in St. George's Channel. At daybreak on August 14th the "Pelican" came in sight of a large brig making sail from a ship she had captured and set on fire. The "Pelican" bore down under all sail to close with the enemy, the United States twenty-gun brig "Argus," Captain W. Allen, which made no attempt to escape, but shortened sail to allow the "Pelican" to come up. At six a.m. the "Argus" opened fire on her opponent within grape shot distance. The crew of the "Pelican" gave three cheers, and returned the fire with such effect, that within five minutes, the main braces, gaff, and main trysail mast of the "Argus" were shot away, and Captain Allen severely wounded. Soon afterwards the "Pelican" bore up under the stern of her enemy, raking her, and then ranging up on her starboard quarter, poured in such a destructive fire, that the "Argus" with her running rigging and wheel ropes shot away, became entirely unmanageable. At a quarter to seven, the ships having fouled each other, W. Young, master's mate of the "Pelican" at the head of a party of men, boarded the "Argus," and carried her with slight resistance, though Young himself fell mortally wounded almost immediately he stepped on her deck. The rigging and sails of the "Pelican" were much damaged, and two of her carronnades were dismounted. Of her crew of one hundred and thirteen men and boys, she had besides the master's mate, one man killed and five men wounded. The hull of the "Argus" was considerably injured, and of her crew of one hundred and twenty-five six men were killed, and her captain and seventeen men wounded. The prize was taken to Plymouth, where on August 18th, Captain Allen died of his wound, and was buried with all military honours. A few days after, Commander Maples was deservedly promoted.

ST. SEBASTIAN. August—September, 1813.

A squadron under the command of Captain Sir G. Collier, co-operated with the army at the siege and capture of St.

Sebastian during the months of August and September, 1813. Ships of the line and frigates not being able to get near enough to produce any effect, sloops and gun-boats only could bring their guns to bear on the defences. The ships employed in this service, were the "Ajax," R. W. Otway; "Andromache" G. Tobin; "Surveillante," Sir G. R. Collier; "Revolutionnaire," J. C. Woolcombe; "President," F. Mason; "Magicienne," Hon. W. Gordon; "Beagle," J. Smith; "Challenger" F. Vernon; "Constant," J. Stokes; "Dispatch," J. Galloway; "Freija," W. Scott; "Holly," S. Treacher; "Lyra," R. Bloye; "Juniper," N. Vassall; "Sparrow," J. Taylor; and "Arrow," J. Aplin. Men serving in the boats of other ships present during the months of August and September, and employed on the inner line of sea blockade, were also entitled to the medal. A party of seamen was employed on shore under the command of Captain J. Smith of the "Beagle" and on August 31st, the boats of the squadron, under the orders of Captains Galloway and Bloye, with some of the smaller vessels, made a demonstration at the back of the rock, which diverted a large proportion of the garrison from the defence of the breach, which was assaulted by the troops, and the town taken. The citadel held out, but capitulated on September 10th. The loss sustained by the Navy was very small.

The "Thunder," and "Neptune."

October 9th, 1813.

The "Thunder," bomb vessel, Commander W. O. Pell, on October 9th, on her way from Spithead to Woolwich, observed a large armed lugger off the Owers light. The stranger, which was the privateer "Neptune," of Dunkirk, sixteen guns, with a crew of sixty-five men, took the "Thunder" to be a merchant ship, and to favour the deception Commander Pell hauled in for the land, as if he intended to run his ship on shore. The trick was successful, the Frenchman came up

under a crowd of sail, and ordered the supposed merchantman to heave to and surrender. With her crew prepared for boarding, the "Neptune" put up her helm to lay her anticipated prize on board, when Commander Pell put his helm down, and poured in a broadside from four carronades, with a volley of musketry. The lugger fell on board the "Thunder," whose crew instantly boarded, and after a short hand to hand conflict, in which four Frenchmen were killed, and ten (including one mortally) wounded; the "Neptune" was taken. The "Thunder" had but two men wounded. For this, and other gallant actions, Commander Pell, on November 1st following, was promoted to post rank.

Capture of Gluckstadt,

January 5th, 1814.

A British squadron under the command of Captain A. Farquhar, co-operated with a division of the army of the Crown Prince of Sweden in the siege and capture of Gluckstadt, on the Elbe, 1813-14. A body of seamen and marines served on shore under Captain A. Green, and the loss sustained afloat and ashore, was three men killed, and sixteen wounded. After an investment of sixteen days, followed by six days bombardment, Gluckstadt capitulated, January 5th, 1814. The ships present on this occasion, were the "Desirée," thirty-six, Captain A. Farquhar, "Shamrock," schooner, ten, J. Marshall, "Hearty," brig, J. Rose, "Blazer," brig, F. Banks, "Piercer," brig, J. Kneeshaw, "Redbreast," brig, Sir G. M. Keith, and eight gun boats. For their services, Captains Farquhar, Green, Marshall, and Rose, and Lieutenants Banks, Kneeshaw, and Sir G. M. Keith, were presented with a gold medal by the Swedish Government.

The "Venerable," "Cyane," and two French Frigates.

January 16th and 20th, 1814.

On January 16th, about seven in the morning, the seventy-

four gun ship "Venerable," Captain J. A. Worth, with the flag of Rear Admiral P. C. Durham, on his way to take the chief command at the Leeward Islands; the "Cyane," twenty-two gun sloop, Captain J. Forrest, and the brig "Jason," a French prize captured some days before, in charge of Lieutenant Moffat, and twenty-two men of the "Venerable"; fell in, near the Canary Islands, with the French frigates "Alcméne" and "Iphigénia," forty guns each, from Cherbourg, on a cruise. The "Cyane" having found that the two ships were enemies, informed the "Venerable" by signal, which immediately went in chase, and by the superiority of her sailing, at about six in the evening arrived within hail of the "Alcméne," the sternmost frigate. To a summons to surrender, the "Alcméne" hoisted her colours and fired a broadside at the "Venerable," which was returned, when the French frigate suddenly bore up under all sail in the smoke, and ran straight on board the seventy-four, expecting that her consort, in accordance with a pre-concerted arrangement, would second her bold attempt. The frigate was instantly lashed alongside, and Captain Worth with a hundred boarders sprang on her deck, and after a sharp conflict of fifteen minutes, hauled down her colours. The "Iphigénia" hauled sharp up and stood away, leaving the "Alcméne" to her fate. Out of her crew of three hundred and nineteen men and boys, she had thirty-two men killed, and fifty officers and men wounded, including her commander. The loss of the "Venerable" was two men killed and four wounded. Meanwhile, the "Cyane" and "Jason" (the latter having but two guns on board,) continued the chase of the flying "Iphigénia," and at ten p.m., the brig, having outsailed the "Cyane," opened on the frigate, but finding her guns in reply too heavy, abandoned the contest. An hour or two after the "Cyane" came up near enough to use her bow guns, and continued exchanging shots with the enemy till nearly five o'clock the next morning, when the "Iphigénia" hauled up and fired three broadsides at the

sloop, which finding she was over-matched, dropped astern, but still endeavoured to keep the chase in sight. Thus passed the remainder of that day, and the whole of the next, and the day after, August 18th and 19th, when the "Cyane" lost sight of the object of her pursuit. During this time, the "Venerable" having removed the prisoners, secured her prize, and repaired her damages, was fast coming up under a press of sail, steering to the north west.* At daybreak on the morning of August 20th, the "Venerable was within two miles of the "Iphigénia," but from her mast head the "Cyane" was not to be seen. At eight a.m. after a running fight, and having thrown her boats overboard, and cut away her anchors without effect, the French frigate fired a broadside, and struck her colours.† Neither of the ships sustained any loss, and the "Cyane" also escaped without any casualties. The prizes being nearly new ships, were added to the British Navy, the "Alcméne" as the "Gloire," and the "Iphigénia" as the "Dunira," which name was afterwards changed to the "Immortalité."

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* When the captain of the "Alcméne" came on board the "Venerable" to deliver up his sword, though wounded, he was so enraged with the captain of his consort (who was his senior) for leaving him unsupported, that he could think of nothing else. Admiral Durham sent him into his cabin, and ordered the surgeon to attend him. It being a rainy night, the Admiral wore his great coat over his uniform, and presently entering the cabin, he found the surgeon dressing the French captain's wounds, and a marine giving him light with a lanthorn. Taking the lanthorn from the marine, he said to the Frenchman, "Your comrade hailed you just as we came up," he answered "Yes,"—he said—"If we part company I shall change my course every two hours, and my rendezvous will be in the north west." The Admiral returned the lanthorn to the marine, called the master, gave him the facts, and told him he calculated on falling in with the frigate in the west north west, at about two hundred miles distance, and ordered him to steer accordingly under all possible sail.

† When part of the crew of the "Iphigénia" was brought on board the "Venerable," the prisoners from the "Alcméne" were so enraged at them for not having attempted to board the "Venerable" on the other side on January 16th, that Admiral Durham was obliged to call up his marines with fixed bayonets, and station them between the parties to keep the peace.

The "Eurotas" and "Clorinde,"*

February 25th, 1814.

On February 25th, in latitude 47° 40′ north, longitude 9° 30′ west, the thirty-eight gun frigate "Eurotas," Captain J. Phillimore, discovered the French forty-gun frigate "Clorinde" on her way to Brest, after a cruise. The British frigate chased and being the fastest sailer, at five p.m. passed under the stern of the "Clorinde," and gave her her starboard broadside. Then getting alongside her antagonist, a furious contest of twenty minutes followed, in which the mizzen mast of the "Eurotas" was shot away, and the fore top-mast of the "Clorinde." The French frigate then shot ahead, but the "Eurotas" luffing up, the ships were now again side by side, and the action continued with re-doubled ardour. At twenty minutes past six the "Eurotas" lost her main mast, and about the same time the mizzen mast of the "Clorinde" came down. Ten minutes afterwards the foremast of the "Eurotas" went overboard, which was followed by the fall of the mainmast of her opponent. The British ship was now totally dismasted and unmanageable, and at half-past seven p.m. the "Clorinde" with her fore yard only standing, set the remains of her fore-sail, and her fore stay-sail, and stood away, out of gunshot. Captain Phillimore having been severely wounded by a grape shot in the shoulder, Lieutenant R. Smith took the command of the "Eurotas," the wreck was cut away, and every exertion made during the night to get up jury masts, and keep after the enemy. Soon after six the next morning, the "Eurotas" with three effective masts, again made sail after the enemy, then about four miles distant, and in the same dismasted state as on the previous evening. About noon, while evidently gaining on the chase, to the mortification of every one on board the "Eurotas," two sail hove in sight. The nearest was the thirty-six gun frigate "Dryad," Captain

* Forty-one medals were claimed by the survivors of this action, in 1849.

E. Galway, and the other the "Achates," sixteen, sloop, T. Morrison. On nearing the "Clorinde," she hoisted French colours aft and English forward, and sent a boat to the "Dryad," proposing terms of capitulation. These were refused, and about half-past one the "Dryad" hauling up on the "Clorinde's" quarter, fired a gun at her, when she struck her colours, and was at once taken possession of. The French Captain offered his sword to Captain Galway, who very honourably refused it, observing that it was only due to Captain Phillimore. Out of her complement of three hundred and twenty-nine men, the "Eurotas" had two midshipmen and nineteen men killed, and her captain, two officers, and thirty-six men wounded. The "Clorinde" of her crew of three hundred and forty-four men, had thirty killed, and forty wounded. For his gallantry, Lieutenant Smith was promoted to the rank of Commander. The "Dryad" took the prize in tow, and proceeded with her to Portsmouth, where she was added to the British Navy by the name of "Aurora."

THE "HEBRUS" AND "ETOILE,"

March 27th, 1814.

See ante, page 56.

THE "PHŒBE," "CHERUB," AND "ESSEX."

March 28th, 1814.

FOR six weeks, in the months of February and March, 1814, the United States frigate "Essex," thirty-two guns, and the twenty-gun ship "Essex Junior," (formerly a British whaler) were blockaded in Valparaiso, by the thirty-six gun frigate "Phœbe," Captain J. Hillyer, and the "Cherub," eighteen, sloop, Captain T. Tucker. After an ineffectual attempt or two to escape, on March 28th, the "Essex" drove out to sea during a heavy squall, which carried away her main top-mast. The "Phœbe" and "Cherub" chased, and the "Essex"

finding she could not weather them, anchored about half a mile from the shore, beyond the limits of neutrality. Shortly after four p.m. a distant and intermittent action commenced, strong and baffling winds preventing the British ships from closing with the enemy. At five and twenty minutes to six the "Phœbe" closed with the "Essex," and after an engagement of twenty minutes, the latter ship cut her cable, and endeavoured to run ashore, but eventually let go an anchor and brought up about three quarters of a mile from the beach. At twenty minutes past six, seeing the "Phœbe" preparing to anchor alongside her, the American ship hauled down her colours and surrendered. About forty of her crew escaped to the shore, many were drowned in the attempt, and sixteen were saved by the British boats. The sails and rigging of the "Phœbe" were much injured, and she had received seven thirty-two pound shot, between wind and water. Her first lieutenant (Ingram) and three men were killed, and seven men were wounded. The "Cherub" escaped with little damage, and had but one man killed, and her commander and two men wounded. The loss of the "Essex" seems to have been twenty-four men including a lieutenant, killed, and forty-five men wounded, but the American account makes it larger. The "Phœbe" and her prize, the latter commanded by Lieutenant Pearson, set sail for England, and on November 13th arrived in Plymouth Sound, when Lieutenant Pearson was promoted to the rank of Commander.

"Operations in the Potomac."

August 17th, 1814.

A British squadron under the command of Captain J. Gordon, consisting of the thirty-eight gun frigate "Seahorse," "Euryalus," thirty-six, Captain C. Napier, bomb-vessels "Devastation," T. Alexander, "Ætna," R. Kenah, and "Meteor," S. Roberts; rocket-ship "Erebus," D. Bartholomew,

"Anna Maria," tender, M. Gray, and sloop "Fairy," eighteen, H. Baker, on August 17th weighed anchor, and without the aid of pilots, began to ascend the river Potomac, towards Washington, the navigation being totally unknown to anyone on board. The next day the "Seahorse" grounded, and was only got afloat again by removing her guns. On the 25th a sudden squall did the ships much damage, the "Euryalus" having all her top-masts blown away. On the 27th the squadron, after each of the ships had been aground many times, arrived off Fort Washington, the principal defence of the town of Alexandria. The bomb vessels shelled the fort, and blew up the magazine, and the next morning at daybreak took possession of it. The garrison evacuated the place, and the town capitulated. The fort and some batteries were destroyed with their artillery, and after three days the squadron with twenty-one prizes deeply laden with merchandise, was on its way down the river. In warping down the intricate channel, the ships were much annoyed by gun-boats and fire-vessels, the Americans had erected batteries on all commanding positions, and the banks were lined with militia and riflemen. The "Devastation" and "Erebus" grounded, but were got afloat, the batteries were silenced, and on September the 9th, the ships sailed out of the Potomac, and anchored in the same place they had quitted twenty-three days before. The loss in this well conducted enterprise, was the second Lieutenant of the "Fairy," C. Dickenson, and six men killed, and Captains Napier and Bartholomew, and thirty-three men wounded. No ships of a similar draught had ever before attempted the navigation of the river, with their guns and stores on board.

THE "ENDYMION," AND "PRESIDENT."

January 15th, 1815.

See ante, page 57,

The "Malta," and "Berwick," at Gaeta.

July 24th, 1815.

Gaeta, in the Kingdom of Naples, held out in the cause of Napoleon, for several weeks after the Battle of Waterloo. An Austrian force under Baron de Lauer, invested the place by land, and the British ships "Malta," eighty, Captain W. Fahie, and "Berwick," seventy-four, Captain E. Brace, blockaded it by sea. After several bombardments, the Governor being informed by Captain Fahie of the surrender of Napoleon to Captain Maitland in the "Bellerophon," capitulated on August 8th. The casualties on board the British ships in these operations were—"Malta," four men wounded, "Berwick," one man wounded.

"Battle of Algiers."

August 27th, 1816.

The corsairs of the coast of Barbary had for centuries been the terror of mariners in the Mediterranean, but after the fall of Napoleon in 1815, the British Government resolved before reducing the Mediterranean fleet, to endeavour to compel the Deys to abandon their lawless and inhuman practices. Lord Exmouth, Commander in chief on the station, in March, 1816, appeared with his fleet before Tunis and Tripoli, which submitted, and agreed to abolish Slavery, but the Dey of Algiers refused, and requested time to refer the matter to the Grand Signior at Constantinople. This was granted, and Lord Exmouth sailed for England, but on May 23rd following, at Bona near Algiers, the crews of between 300 or 400 small vessels engaged in the coral fishing were barbarously massacred or carried into captivity by the Algerines. To punish this atrocity and to abolish Christian Slavery, a fleet under the command of Lord Exmouth, was despatched against Algiers from Plymouth, July 28th, consisting of the "Queen Charlotte," one hundred guns, Admiral Lord Exmouth, Captain J. Brisbane ; "Impregnable,"

ninety-eight, Rear-Admiral D. Milne, Captain E. Brace ; "Superb," seventy-four, C. Ekins ; "Minden," seventy-four, W. Paterson ; "Albion," seventy-four, J. Coode ; "Leander," fifty, E. Chetham ; "Severn," forty, Hon. F. Aylmer ; "Glasgow," forty, Hon. A. Maitland ; "Granicus," thirty-six, W. F. Wise ; "Hebrus," thirty-six, E. Palmer ; the sloops "Heron," eighteen, G. Bentham ; "Mutine," eighteen, J. Mould ; brigs, "Britomart," ten, R. Riddell ; "Cordelia," ten, W. Sargent ; "Jasper," ten, T. Carew. Bomb-vessels, "Beelzebub," W. Kempthorne ; "Fury," C. Moorsome ; "Hecla," W. Popham ; "Infernal," Hon. G. Percival, a transport, an ordnance sloop, and a despatch vessel. On August 9th the fleet arrived at Gibraltar, and found lying there a Dutch squadron under the command of Vice-Admiral Baron Van de Capellan in the "Melampus," forty, and consisting of three other frigates of forty guns each, one of thirty guns, and an eighteen gun corvette. On learning the object of the expedition, Admiral Van de Capellan solicited and obtained permission to take part in the attack with his squadron. During the passage of the fleet from England, Lord Exmouth took the greatest care to train the seamen in accurate gunnery. Every day, Sundays excepted, they were exercised at the guns, and practised at a target, and on Tuesdays and Fridays the ships cleared for action, and each fired six broadsides. On August 13th every ship received a plan of the fortifications of Algiers, with instructions respecting the position she was to occupy. On the 27th at daybreak the fleet was in sight of the place, and Lieutenant Burgess with a flag of truce was sent to the Dey to demand certain prescribed conditions, among which were "the abolition of Christian Slavery, and the immediate liberation of the British Consul, and the officers and men of the "Prometheus."* The boat was met by one from the shore, and an answer

* The "Prometheus," eighteen, sloop, Captain W. Dashwood, joined the fleet just before it arrived at Algiers, having on board the wife and daughter of the British Consul, but the Dey had imprisoned the Consul, and detained two boats' crews belonging to the 'Prometheus.'

promised in two hours, in the mean time the fleet stood into the bay and lay to about a mile from the city. The fortifications of Algiers were of a very formidable character, and were considered to be almost impregnable. On the mole, which projected about a quarter of a mile into the sea, and curved round to meet another pier which with it formed the principal harbour, more than two hundred guns were mounted, thirty-two, twenty-four, and eighteen pounders. The sea front of the place bristled with batteries of two and three tiers, armed with upwards of five hundred heavy guns and mortars. The whole Algerine fleet consisting of nine large frigates and corvettes, and about forty gun and bomb vessels, lay ready for sea, in the harbour inside the mole. About two p.m. Lieutenant Burgess returned to the fleet without an answer from the Dey, and Lord Exmouth immediately made the signal for attack. At half-past two the "Queen Charlotte" anchored by the stern, about fifty yards from the mole head, and was lashed to the mainmast of an Algerine brig which lay at the entrance of the harbour. This was scarcely done when a shot was fired at the ship, and another at the "Superb." At the flash of the first gun, the Admiral gave the order to fire, and the action commenced, each British ship taking a part the instant she could bring her guns to bear. Ahead of the flag-ship lay the "Leander," and ahead of her were the "Severn" and "Glasgow." The "Superb" anchored about two hundred and fifty yards astern of the "Queen Charlotte," and the "Minden" at about her own length from the "Superb." The "Impregnable" not being able to reach her appointed station, was exposed at five hundred yards distance to the concentrated fire of two batteries, one of three tiers of guns, and the other of two. The "Albion" brought up near the "Impregnable," but weighed again, and anchored within her own length of the "Minden." The "Granicus" waited till all the ships had taken their stations, then anchored in the space between the flag-ship and the "Superb," a position

of which Lord Exmouth said a three decker might be justly proud. The Dutch Admiral anchored the "Melampus" with her jib-boom over the taffrail of the "Glasgow," and his other frigates took up positions near to him, under a heavy fire. The bomb vessels anchored about two thousand yards from the batteries, and threw shells into them and the town, over the fleet, with admirable precision, and the smaller vessels, gun and rocket boats, placed themselves where they could most annoy the enemy. The third broadside of the "Queen Charlotte," levelled the battery on the mole-head to its foundations, and she then directed her fire with good results on the town gate, and lighthouse batteries.* Soon after the action commenced, the enemy's gun-boats came out with the expectation of boarding the flag-ship and the "Leander" in the smoke, but a few broadsides chiefly from the latter ship, cut them to pieces, and sent thirty-three of them out of thirty-seven to the bottom. About four p.m. the barge of the "Queen Charlotte," under the command of Lieutenant Richards and Major Gosset of the Miners,† went in and set fire to an Algerine frigate moored across the entrance of the mole, and soon after by the incessant and well directed fire of the mortar and rocket boats, all the vessels in the harbour were in flames. At half-past four, Rear Admiral Milne sent a message to Lord Exmouth, stating that the "Impregnable" had sustained a loss of one hundred and fifty men killed and wounded, (a third part of the casualties being caused by the bursting of a shell between decks) and requesting that a frigate might be sent to divert some of the fire from his ship. The "Glasgow" was ordered to perform this service, but the wind had been lulled by the cannonade, and she was only able after nearly an hour's

* A twelve pounder was mounted in the fore and main tops of the "Queen Charlotte," each loaded with three hundred musket bullets, which swept the parapet of the battery, and drove the Algerines from their upper tier of guns.

† Eighty-four men of the first battalion Royal Sappers and Miners under the command of Majors Gosset and Reed, served as marines on board the "Queen Charlotte," and "Impregnable.

exertion to reach a better position between the "Severn" and the "Leander" for annoying the enemy. To relieve the "Impregnable," an ordnance sloop, fitted as an explosion vessel with one thousand one hundred and forty-three barrels of gunpowder, and intended for the destruction of the Algerine fleet, directed by Lieutenant T. Fleming, and Major Reed of the Sappers and Miners, was run on shore under a semi-circular battery which gave most annoyance and exploded about nine p.m. The ships kept up a tremendous cannonade till ten p. m., when the batteries on the shore being destroyed and most of the others almost silenced, they cut their cables and taking advantage of the land breeze stood out of the bay. The wind being very light they made slow progress, and the "Leander," "Superb," and "Impregnable," suffered a good deal from the fire of a fort, on which no guns could be brought to bear, at the upper angle of the defences. By two a.m. on the morning of August 28th, the whole fleet was beyond the reach of shot or shell, and was assisted in taking up an anchorage by the blaze of the Algerian ships and store houses, which illumined the bay. The loss of the victors was heavy, especially on board the flag ship, which had eight men killed, and one hundred and thirty one men wounded,* the "Impregnable," fifty men killed and one hundred and sixty wounded, and the "Leander," seventeen men killed and one hundred and eighteen wounded, the total casualties in the British ships being one hundred and twenty eight men killed and six hundred and ninety men wounded. The total loss of the Dutch ships was thirteen men killed, and fifty two men wounded. Next morning at daylight the bomb vessels resumed their positions, and soon after the captain of the port came off, accompanied by the Swedish Consul, and informed Lord Exmouth that all his demands would be complied with. These were the abolition of Christian slavery for

* Lord Exmouth himself had a very narrow escape. He was slightly wounded in the thigh, face, and hand, a cannon shot carried away the skirts of his coat, broke one of the glasses, and bulged the rim of the spectacles in his pocket.

ever, the delivery to the British of all Christian slaves, (upwards of one thousand two hundred) the restoration of three hundred and eighty two thousand five hundred dollars paid by Naples and Sicily to redeem their subjects, thirty thousand dollars to be paid to the British Consul as a compensation for the loss of his property, and peace with the Netherlands. Having thus fully accomplished all the objects of the expedition, on September 3rd the fleet sailed for England, leaving the "Prometheus" to attend the British Consul. For the skill and gallantry he displayed on this occasion Lord Exmouth was created a Viscount of the United Kingdom,* Rear-Admiral Milne was made a K.C.B. and Captains Ekins, Aylmer, Wise, Maitland, Paterson, and Goode, received the order of C.B. Four Commanders were advanced to post rank, and sixteen Lieutenants were promoted to the rank of Commander, thirty-two mates and midshipmen also received commissions as Lieutenants.

"Battle of Navarino."

October 20th, 1827.

In the year 1827, a bloody and ferocious contest, commencing in 1821, still continued between the revolted Greeks and the Turks. The Greeks fought for independence, but Ibrahim Pacha, the most savage and ruthless of the Turkish Generals, occupied the Morea with an overwhelming force, and devastated the country with fire and sword. To put an end to these atrocities, a treaty was signed between England, France, and Russia for the pacification of Greece; and Vice-Admiral Sir E. Codrington, in September, sailed with a British squadron to Navarino, on the western side of the Morea, in the harbour

* By order of the Prince Regent a large gold medal was struck and presented to Lord Exmouth on his return to England. On the obverse is the bust of the Prince, surrounded by the couplet, "To tame the proud, the fetter'd slave to free. These are imperial arts, and worthy thee." Below are the words "George Prince Regent." On the reverse is a representation of the battle, and in the exergue the words, "Algiers bombarded its fleet destroyed and Christian slavery extinguished, August 27th 1816." But four of these medals were struck.

of which place, was lying the Turkish and Egyptian fleets. Here he was presently joined by a French squadron, under Rear Admiral de Rigny, and in the month following, by a Russian squadron, under Rear Admiral Count de Heiden. The combined fleet consisted of the British ships—"Asia," eighty-four, Vice Admiral Sir E. Codrington, Captain E. Curzon; "Genoa," seventy-four, W. Bathurst; "Albion," seventy-four, J. A. Ommaney; "Glasgow," fifty, Hon. J. A. Maude, "Cambrian," forty-eight, G. W. Hamilton; "Dartmouth," forty-two, T. Fellowes; "Talbot," twenty-eight, Hon. F. Spencer, the brigs, "Rose," L. Davies; "Mosquito," G. B. Martin; "Philomel," Viscount Ingestre, and "Brisk," Hon. W. Anson; three French ships of seventy-four guns each, one of sixty, a forty-four gun frigate, and two schooners; four Russian seventy-four gun ships, a fifty gun ship, and three frigates. The Turkish and Egyptian fleets amounted to about one hundred sail, comprising two eighty-four gun ships, one seventy-six gun ship, four double banked sixty-four gun frigates, fifteen forty-eight gun frigates, and the remainder corvettes, brigs, schooners, and fire ships. On his arrival before Navarino, Sir E. Codrington informed Ibrahim that his ravages and massacres could no longer be permitted, and the latter agreed to suspend all offensive operations while he communicated with the Vizier at Constantinople. But a detachment of his fleet not being permitted to leave the harbour to act against the Greeks at Patras, Ibrahim threw his promises to the winds, and re-commenced his work of butchering and devastation with a ferocity which soon would have rendered the surrounding country a desert. The British Admiral to check these acts of brutal extermination, resolved to enter the harbour of Navarino, and anchor his ships alongside the Turco-Egyptian fleet, so as to be able to compel Ibrahim to observe the conditions of his agreement. The harbour is about six miles in circumference and almost in the form of a horse-shoe, the only passage into it being about six hundred yards in width. On the right hand stands the

fortress or citadel of Navarino, mounting many guns, and on the left hand, on an island, were heavy batteries, which defended the entrance to the harbour and commanded the anchorage within. About half-past one a.m. on October 20th, the combined fleet led by the "Asia" stood into the harbour in two lines, the British and French ships forming the weather or starboard column, the Russians the lee line, and passed the batteries unmolested. The Turco-Egyptian fleet was moored in the form of a crescent, in three lines, the largest of them presenting their broadsides towards the centre, and the smaller vessels inside filling up the intervals; at the entrance of the harbour lay six fire-ships. The "Asia" anchored alongside a ship of the line bearing the flag of the Capitan Bey, and on the larboard quarter of a double banked frigate with the flag of Moharem Bey, Commander-in-Chief of the Egyptian squadron. The "Genoa" brought up abreast of a double banked frigate, within a hundred yards of her leader, and the "Albion" took up her position astern of the "Genoa." The French line of battle ships followed the English, and took their stations opposite four Egyptian ships to the windward. To the Russian squadron was allotted the ships of the enemy to the leeward. The frigates "Cambrian," "Glasgow," and "Talbot," took stations abreast of the British ships of the line, with the French frigate "Armide," on the left hand side in entering the harbour, and the "Dartmouth" with the smaller vessels, watched the movements of the fire-ships. Strict orders were issued by Sir E. Codrington that not a gun was to be fired, unless the combined fleet was first attacked by the Turks. Most of the ships had anchored, and the sails of many were furled, when Captain Fellows of the "Dartmouth" sent a boat under Lieutenant Fitzroy to one of the fire-ships with a request that they would move a little further away from the position he occupied. On proceeding alongside the fire-ship, a fire was opened on the boat, by which Lieutenant Fitzroy and several of the boat's crew were killed and wounded. The fire was returned by the "Dartmouth" to cover her boat,

and the engagement soon became general. The "Asia" at first directed her guns solely upon the ship of the Turkish Admiral, though nearer to the ship of Moharem Bey, and as the latter did not fire at the "Asia," the "Asia" did not fire at her. However, presently the Egyptian opened fire on the English flag-ship, and to quote Sir E. Codringtons' dispatch, his ship "was consequently effectually destroyed by the "Asia's" fire, sharing the same fate as his brother Admiral on the starboard side, and falling to leeward a complete wreck." The "Asia" then was exposed to a raking fire from vessels in the second and third line, her mizzen mast was shot away, several of her guns disabled, and many of her crew killed and wounded.* For four hours the conflict raged with unabated fury. The batteries opened on the allies, and probably did nearly as much damage to friends as foes, and as each ship of the enemy was disabled, such of her crew as could escape set her on fire, and she drifted about in flames to the danger of all near, till she blew up. The "Genoa" suffered severely, two of her ports were knocked into one, by a couple of stone shot weighing one hundred and twenty pounds each, her masts, yards, and rigging were cut to pieces, and her captain mortally wounded by a grape shot.† The "Albion" was exposed to the united broadsides of several ships, including one of seventy-four, and another of sixty-four guns. About half an hour after the beginning of the action, one of them fell foul of her, and her crew made a desperate attempt to board, but were repulsed with heavy loss. The Turk was

* Sir E. Codrington had several narrow escapes. His hat and coat sleeve were pierced by bullets, and another struck the watch in his fob, indented its case and broke its works, but did him no injury.

† On board the British ships there was considerable danger of the guns bursting by being overloaded. The men were allowed to double shot the guns, and strict orders were given that this charge was not to be exceeded, but in their zeal they often crammed shot upon shot and filled the guns almost to their muzzles. An Officer of the "Genoa" detected one of his crew ramming into his gun two thirty-two pound shot, a thirty-two pound charge of grape, and a lot of canister on the top of all, and rebuking him for his disobedience of orders, the seamen replied—mopping his face with the sponge rammer—"Lord, sir, 'tis best to give 'em a taste of all our pills."

then boarded by Lieutenant Drake with a party of men, and carried, when she was found to be on fire. The boarders returned to their ship, and the cables of the enemy's ship having been cut, she drifted clear of the "Albion" and shortly afterwards blew up. The French Admiral's flag-ship was only saved from being grappled by a fire-ship by the gallant conduct of Captain Davies in the "Rose," and the boats of the British squadron. The "Talbot" being engaged with a double banked Turkish frigate, the French frigate "Armide" came between her and another frigate of the enemy which was raking the British ship, and compelled her to strike. The French ships behaved extremely well, and the conduct of the Russian squadron elicited the highest praise of Sir E. Codrington, in fact, if both had not perfectly co-operated with the British, the latter would have been in a very critical situation. About six p.m. the firing ceased on both sides, and favoured by a light breeze the allied fleet weighed and stood out to sea, while the "Cambrian" and "Glasgow" with two French ships of the line, took a position opposite Ibrahim's camp, with orders to open fire on it if the batteries fired on the ships while leaving the harbour. All the harbour was covered with wreckage, masts, spars, and flaming hulls, for the Turks fearing all their ships would become prizes to the victors, set on fire and blew up many which were almost uninjured. The heavy loss of the allies shows the obstinate defence made by the enemy. The casualties of the British were, on board the "Asia," the master, captain of marines, mate, boatswain, pilot, and fourteen men killed, and six officers and fifty-one men wounded. The "Genoa" had her gallant captain, Bathurst,* four officers and twenty-two men killed, and three officers and twenty-nine men wounded. The "Albion" had two officers

* Captain Bathurst who was popularly known in the service as "the good captain," survived his wound eleven hours. His body was brought to England in the "Genoa," and buried at Plymouth with all military honours.

and eight men killed, and seven officers and forty-two men wounded, the "Dartmouth" two officers and four men killed, and two officers and six men wounded, the "Talbot," a midshipman and five men killed and four officers and thirteen men wounded, the total British loss being seventy-five men killed and one hundred and ninety-seven men wounded.* The loss of the French was forty-three men killed and one hundred and forty-four men wounded, and the loss of the Russians, fifty-nine men killed and one hundred and thirty-nine men wounded. The loss of the enemy was estimated by themselves at several thousands. This battle virtually ended the Greek struggle for independence. Before the end of the year the army of Ibrahim quitted the Morea, and Count Capo d'Istria was elected President of the the Greeks.

"SYRIA." November, 1840.

See ante, page 60.

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* The conduct of the "Hind," cutter, tender to the "Asia," mounting eight six-pounder carronades, with a crew of thirty men, commanded by Lieutenant J. Robb, in this action, has seldom been equalled in the British Navy. She had been sent to Zante with dispatches and entered the harbour just as the engagement commenced. Taking a raking position on the stern of a double banked frigate, Lieutenant Robb opened on her a well directed fire for about three-quarters of an hour though exposed to the broadsides of a brig, frigate, and a corvette. The "Hind's" cable was cut by shot, and her anchors disabled, but she brought up between a corvette and a brig, which she engaged till the latter blew up, and her only remaining cable having been cut, she drifted from the corvette. Shortly after, the cutter ran foul of a large Turkish frigate, her boom entering one of the main deck ports of the frigate, whose crew made repeated attempts to board, but were repulsed. Finding their efforts useless, about sixty of the enemy pushed off in a large boat, with the intention of laying the cutter on board, but when nearly alongside, two carronades charged to the muzzle with grape and canister, were discharged with such effect that the boat was cut to pieces, and most of her crew killed and drowned. The "Hind" then dropped clear of the frigate, and soon after the action ended. Four of her crew were killed and ten wounded. Three of her guns were dismounted and twenty-three round shot had pierced her hull. She was named by the fleet, "His Majesty's line of battle cutter."

BOAT ACTIONS.

MANY of the most daring and desperate exploits of the British Navy have been performed in boats, and actions classed under boat services, may favourably compare with storming an obstinately defended breach, or carrying a fort by escalade without the aid of artillery. In both cases volunteers were called upon for the service. Boat actions were generally commanded by Lieutenants, who if successful, were usually promoted. The gallant deeds accomplished in cutting out ships of the enemy in the face of apparently almost insuperable obstacles can never be surpassed, and the skill and daring of those in command was only equalled by the heroic conduct of the men they led to victory. An Admiralty Order dated June 7th, 1848, states—"Her Majesty has been pleased to take into her gracious consideration the many instances of gallantry displayed by the officers, seamen, and marines in boat actions——and to direct that such services, if distinguished by the promotion of the officer conducting the enterprise, shall entitle those who were present, and now living to the medal. But the officers, seamen, and marines of the ships from which the boats were detached, are not to participate in the distinction, which only properly belongs to those personally engaged."

"WILLEMSTADT." March 15th, 1793.

ON the night of March 15th, part of the crew of the thirty-two gun frigate "Syren," Captain J. Manley, lying at anchor at the Maese, embarked in three gunboats, under the command of Lieutenant J. Western, and proceeded to attack five French batteries which had been erected to bombard Willemstadt, a fortress situated on a small island about thirty miles east of Helvoetsluys. Favoured by a fog, the boats got into position and opened such a well directed and destructive fire on the French, that they abandoned their works and fled. The works were destroyed, and the next day the Dutch Governor of Willemstadt took possession of the guns, with

acknowledgements to the British. A few days after, as Lieutenant Western was attacking a French camp on the Moordyke, he was shot through the head, being the first British officer that was killed in the war.

"Martinique." March 17th, 1794.

The boats of the following ships of the fleet commanded by Vice Admiral Sir J. Jervis, employed at the reduction of Martinique, were engaged in this service. "Boyne," ninety-eight, Vice-Admiral Sir J. Jervis, Captain G. Grey; "Vengeance," seventy-four, Commodore C. Thompson, Captain H. Paulet; "Irresistible," seventy-four, J. Henry; "Asia," sixty-four, J. Brown; "Veteran," sixty-four, C. E. Nugent; "Beaulieu," forty, J. Salisbury; "Assurance," forty-six, V. Berkeley; "Santa Margaritta," thirty-six, E. Harvey; "Blonde," thirty-two, J. Markham; "Winchelsea," thirty-two, Lord Garlies; "Quebec," thirty-two, J. Rogers; "Rose," twenty-eight, E. Riou; "Nautilus," sixteen, J. Carpenter; "Zebra," sixteen, R. Fauknor; "Avenger," "Woolwich," "Vesuvius," "Ulysses," "Aurora," "Dromedary," "Rattlesnake," "Roebuck," "Experiment," "Seaflower," "Tormentor," "Spiteful," and "Venom."

The French frigate "Bienvenue," twenty-eight, was lying in Fort Royal Bay, Martinique, moored by chains within fifty yards of the shore. On the morning of March 17th, the boats under the command of Lieut. Bowen, of the "Boyne," opened fire on the forts, and pulled into the bay to attack the frigate. As soon as the boats were within range, the troops in the forts kept up a heavy fire of musketry on them, and the frigate poured into them musketry and rounds of grape shot. In the face of this, Lieut. Bowen got alongside the frigate and boarded her with but little opposition, the greater part of her crew having fled to the shore as the boats approached. The frigate's sails being unbent and the wind blowing directly into the bay, the incessant fire from the forts,

to which the British could make no adequate return, making it almost impossible for them to go aloft and set the sails, Lieut. Bowen was obliged to push off with the French captain and about twenty other prisoners, and leave his prize behind ; with a loss of three men killed and four or five men wounded. The forts were stormed and captured a day or two afterwards, when the "Bienvenue" again came into the possession of the British, and was added to the Navy by the name of "Undaunted. (*See ante, page 69.*)

Cutting out the "Mutine."
May 29th, 1797.

On May 28th, the frigates "Minerve" and "Lively," Captains B. Hallowell and G. Cockburn, cruising off Santa Cruz in the island of Teneriffe, discovered a French brig at anchor in the road. On the following day the boats of the two ships, under the command of Lieut. T. M. Hardy of the "Minerve," supported by Lieuts. L. O. Bland, H. Hopkins, J. Bushby, and W. G. Gage, made an attack on the brig as she lay at anchor, boarded and carried her. A heavy fire of cannon and musketry was immediately opened on her from the shore, and from a large ship lying in the road, and the wind failing, the boats were obliged to take her in tow. For nearly an hour the prize was under fire, but about four p.m. she was brought safe out of gun shot, and proved to be the brig-corvette "Mutine," mounting fourteen guns. In carrying out this enterprise, Lieut. Hardy and fourteen of his men were wounded, but none were killed. The "Mutine," a fine vessel of three hundred and fifty tons, was added to the British Navy by the same name, and the command of her given to Lieut. Hardy.

Cutting out the "Bella Aurora."
June 9th, 1799.

The thirty-two gun frigate "Success," Captain S. Peard, on June 9th chased a Spanish polacca into the harbour of

La Selva, and there being no appearance of batteries to protect her, Captain Peard resolved to cut her out with his boats. At four in the afternoon, three boats with forty-two men, commanded by Lieuts. Stacey and Stupart, put off from the ship, got alongside, boarded, and after a sharp contest carried the polacca "Bella Aurora," laden with cotton, silk, and rice, and mounting ten guns, with a crew of one hundred and thirteen men. She was fully prepared to resist the attack, being surrounded by boarding nettings, and supported by a battery, and a large body of small arm men on the shore. The loss of the British in this enterprise was three men killed, and Lieut. Stupart and nine men wounded (one mortally.) A few months afterwards Lieut. Stacey was promoted to the rank of commander.

Re-Capture of the "Lady Nelson."

December 20th, 1799.

On the evening of December 21st, the ten-gun cutter, "Lady Nelson," while off Cabrita Point, was surrounded and attacked by three French privateers and some gun boats, in sight of the "Queen Charlotte," one hundred guns, and the thirty-six gun frigate "Emerald," lying in the bay. Vice-Admiral Lord Keith, whose flag was flying in the "Queen Charlotte," ordered the boats of the two ships, under the command of Lieut. W. Bainbridge to go to the assistance of the cutter, but before the boats could get up with her she had been captured and taken in tow by two of the privateers. Lieut. Bainbridge with sixteen men in the barge of the "Queen Charlotte," ran alongside the "Lady Nelson," boarded, and after a sharp contest recaptured her, taking prisoners seven French officers and twenty-seven men. The two privateers cut the tow ropes and made off towards Algesiras, and favoured by the darkness escaped. In this dashing affair Lieut. Bainbridge was severely wounded, with several of his men. Six or seven of the enemy were killed or

knocked overboard in the encounter. Soon afterwards Lieut. Bainbridge was deservedly promoted.

Capture of the "Cerbere,"

July 29th, 1800.

At the end of July 1800, the fourteen-gun cutter "Viper," acting Lieutenant J. Coghlan was attached to the squadron of Sir E. Pellew engaged in blockading Port Louis. There being some small vessels lying at the entrance to the harbour, Lieutenant Coghlan, sought and obtained permission from the Admiral to cut out a French brig, mounting three long twenty-four pounders, and four six-pounders, full of men, moored with springs on her cables, within pistol shot of three batteries, and not a mile distant from a French seventy-four gun ship, and two frigates. With a ten oared cutter, manned with twelve volunteers from the squadron, Mr. S. H. Paddon, midshipman, and six men from the "Viper," a boat from the "Amethyst" and another from the "Viper," Lieutenant Coghlan set out on his daring enterprise on the night of June 29th. As he neared the brig it was discovered her crew were at quarters, the other two boats were not up, but the Lieutenant pushed on with his handful of men and boarded the brig on her quarter. The night being extremely dark, in boarding, Lieutenant Coghlan jumped into a net which was hanging up to dry, and while entangled in it was run through the thigh by a pike, several of his men were wounded, and the whole of them forced back into the boat. Having hauled further ahead the British again boarded, but several of them were knocked overboard, and the whole the second time repulsed. With unfailing courage a third attempt was made, and after an obstinate contest, in which six of the enemy were killed, and twenty, including every officer, wounded, the "Cerbére" became the prize of the victors, with a loss of one man killed, and eight men with Lieutenant Coghlan and Mr. Paddon wounded, the former in two places, and the latter

in six. The two other boats now joining, the prize was towed out under a heavy but ineffectual fire from the batteries. Lieutenant Coghlan was confirmed in his rank, though he had not quite served the regulation time, and the officers and men of the squadron to mark their sense of such distinguished bravery, relinquished all claim to the "Cerbére," and gave her up to her actual captors. As a testimony of his admiration of the intrepid conduct of Lieutenant Coghlan, Earl St. Vincent presented him with a handsome sword of the value of hundred guineas.

Cutting out the "Guepe,"

August 29th, 1800.

On August 29th, a British squadron under the command of Sir J. B. Warren, in the seventy-four gun ship "Renown," consisting of the "London," "Impetueux," "Courageux," "Amethyst," "Stag," "Amelia," "Brilliant," and "Cynthia," with several transports, fell in with a French privateer, off Vigo, which ran in under the batteries at Redondela for shelter. In the evening, Lieutenant Burke of the "Renown," with twenty boats of the squadron, proceeded to cut the vessel out. Soon after midnight the boats got alongside the enemy, which was the eighteen-gun privateer "Guepe," with a crew of one hundred and sixty men, fully prepared to meet the attack. As the boats approached the Frenchmen cheered, but the British boarded, and notwithstanding the captain of the "Guepe" had closed his hatches to keep his men to their quarters, in fifteen minutes the ship was in the possession of the assailants, with the loss of four men killed, and three officers and seventeen men wounded. The loss of the enemy was twenty-five men killed, and her Commander (mortally) and thirty-nine men wounded. Lieutenant Burke who was wounded in the affair, was promoted to the rank of Commander immediately afterwards.

Cutting out the "San Josef,"
October 27th, 1800.

On October 27th the thirty-eight gun frigate "Phaeton," Captain J. N. Morris, chased a Spanish polacca ship, which ran in for the land, and moored under the protection of the fortress of Fuengirola, near Malaga. Late in the evening, four boats from the "Phaeton," under the orders of her first lieutenant, F. Beaufort, proceeded to attack the polacca "San Josef," mounting fourteen-guns, all brass, two of them long twenty-four pounders, with a crew of fifty-six seamen and soldiers. The launch not being able to keep up with the other three boats, Lieutenant Beaufort pushed on without her, though fired on by a French privateer schooner, which had entered the roadstead unseen in the night. About five in the morning the boats got alongside the polacca, and in spite of an obstinate resistance, boarded her and brought her out, with the loss of one man killed, and Lieutenant Beaufort and three officers and men wounded. Of the enemy, six were badly, and thirteen slightly wounded. Being a fast sailing vessel, the "San Josef" was immediately commissioned as a British sloop of war, and named the "Calpe." In November following, Lieutenant Beaufort was promoted to the rank of Commander.

Cutting out the "Chevrette,"
July 21st, 1801.

During the summer of 1801, by the orders of Vice-Admiral Cornwallis, Commander-in-chief of the Channel fleet, the frigates "Doris," Captain C. Brisbane, "Beaulieu," Captain S. Poyntz, and "Uranie," Captain W. H. Gage, were stationed off Brest harbour to watch the motions of the French and Spanish fleets lying there. In the month of July, the French twenty-gun corvette "Chevrette" was discovered at anchor under some batteries in Cameret Bay, and the British resolved to attempt to cut her out. On the night of July 20th, the

boats of the "Doris" and "Beaulieu" manned by volunteers, under the orders of Lieutenant W. Losack, who had been sent by the Admiral from the "Ville de Paris," to take the command, set out on the enterprise, but the boats not pulling alike, separated, part returning to the ships, and the others expecting their comrades, lay on their oars till daylight at the entrance of Cameret Bay, where they were seen from the corvette and the shore. The next morning the "Chevrette" got under weigh, and running more than a mile further up the bay, moored close under some heavy batteries, took on board a body of soldiers, loaded her guns to the muzzle, and stationed a gun-vessel armed with two thirty-six pounders, as a guard boat at the entrance of the bay. Having taken all these precautions against attack, she then displayed in defiance, a French ensign over an English one. This last provocation only made the British more eager for the attack, and at about half-past nine on the night of June 21st, the boats of the three frigates (the "Uranie" having rejoined) with the barge and pinnace of the "Robust" seventy-four, numbering in all fifteen, and containing two hundred and eighty officers and men, under the command of Lieutenant Losack, proceeded a second time to attempt to cut out the "Chevrette." Soon after they had put off, a boat was seen near the shore, and supposing it to be a look out boat from the corvette, Lientenant Losack with his own and five other boats gave chase. The remaining boats under the command of Lieutenant R. Maxwell of the "Beaulieu," after waiting some time for the return of Lieutenant Losack, and finding he did not rejoin, proceeded alone on the enterprise with about one hundred and eighty officers and men. Having formed his plan, Lieutenant Maxwell pointed out to his officers and men their several duties, that while part of them were engaged with the enemy on deck, others should fight their way aloft and cut the sails loose, others were to cut the cables, and the quarter-master of the "Beaulieu"* was ordered to take charge

* The quarter-master of the "Beaulieu," H. Wallis, who was ordered

of the helm. It was about half-past twelve at night, and the moon was fast sinking below the horizon when the boats reached the entrance of the bay. A half an hour later they were discovered by the "Chevrette," who after hailing, opened a heavy fire of grape and musketry upon them, followed by volleys of shot from the batteries on shore. In the face of all this, the British pushed on, the boats of the "Beaulieu" boarding the ship on her starboard bow and quarter, and the boats of the "Uranie," one of the "Robust" and one belonging to the "Doris," on the larboard, in spite of a most obstinate resistance,* in which the assailants lost all their fire arms, and with their cutlasses only boarded the enemy. While the fight was hotly maintained on the deck, the top men fought their way aloft, and though the foot ropes were cut or strapped up, in less than three minutes after the ship had been boarded, down came the topsails and courses of the "Chevrette," and her cable having been cut, she began drifting out of the bay, under a light breeze. On finding the ship under sail, many of the enemy jumped overboard, others threw down their arms, but some having fled below, kept up

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by Lieutenant Maxwell to take charge of the helm of the "Chevrette," had been seven years in his ship, and was always among the foremost in any service of danger. During the time he belonged to the "Beaulieu," he had saved the lives of nearly a dozen men from drowning, jumping overboard sometimes in almost a gale of wind, at the hazard of his own. This brave man cut his way to the wheel, killing one or more of the enemy in his progress, and though bleeding from several wounds he had received, remained at his post, and steered the ship until she was beyond the range of the batteries, and out of danger. Mr. Brown, boatswain of the "Beaulieu," having with much difficulty gained the taffrail of the "Chevrette," saw the officer who commanded his party, fighting his way up a little further forward; for an instant looking round to select the best place to make a push to join him, he stood as a mark for the enemy's fire, when waving his cutlass, he cried "Make a lane there, I'm coming" jumped down among the enemy, and cut his way through them till he reached his friends on the forecastle, which, animated by his example, they soon cleared of the enemy.

* The French fought most desperately, armed with fire arms, swords, pikes, and tomahawks, by which several of the British had their arms cut off in attempting to board. Many of the British were killed and wounded before the boats got alongside, the barge of the "Beaulieu" was sunk by shot, and during the conflict the enemy more than once boarded the boats.

a fire of musketry from the main deck, till they were threatened with no quarter if they continued a useless resistance, when they surrendered. The shore batteries kept up a fire of round and grape till the corvette was beyond their range, and about this time Lieutenant Losack with his six boats joined company, and took command of the prize.

The loss of the victors in this daring exploit, considering the enormous odds against them, was not heavy. Lieutenant of Marines J. Sinclair, a midshipman and nine men were killed, one man drowned, and two lieutenants (one mortally) four other officers, and fifty-one men wounded. The loss of the "Chevrette" was far greater. Her captain, six officers, and eighty-five seamen and soldiers were killed, and five officers and fifty-seven men wounded. Lieutenant Losack was immediately promoted to the rank of commander, but in consequence of the dissatisfaction this caused in the fleet, on August 9th following, Admiral Cornwallis ordered a court of inquiry as to the real facts of the capture, to be held on board the "Mars." The result was that Lieutenant Maxwell received from the Admiralty promotion to commander's rank, to which his distinguished skill and bravery justly entitled him. The cutting out of the corvette is a deed to be remembered with pride by every British seaman, performed in the presence of the combined fleets of France and Spain, who saw one of their ships captured in a position considered to be almost impregnable. In this affair the enemy were not surprised, they expected an attack, and were prepared to meet it, not only the ship herself, but the batteries on shore which protected her were in readiness, and on their guard; they outnumbered their assailants by three to one; but the British boarded, carried, got the vessel under weigh, and though exposed to the heavy fire of the surrounding batteries, and still engaged in a conflict on board, brought her out of a difficult and narrow roadstead in the darkness of the night, with not two-thirds of the force which were dispatched on the service.

Cutting out the "Venteux," June 27th, 1803.

On the night of June 27th, three boats from the thirty-eight gun frigate "Loire," Captain F. L. Maitland, under the orders of Lieutenants Temple and Bowen, were sent in to attack the French brig "Venteux," mounting four long eighteen pounders, and six thirty-six pounder carronades, lying close under the batteries of the Isle de Bas. Owing to the heavy rowing of one of the boats, two only got alongside the brig, but these boarded, and after a hot contest of ten minutes, captured her. The casualties of the British were but the boatswain and five men wounded. The second officer and two men of the "Venteux" were killed, and her captain, four officers and eight men wounded. For this service, which to quote Captain Maitland, "added lustre to the British arms," Lieutenant Temple was promoted to the rank of commander, and he and Lieutenant Bowen were presented by the Patriotic Fund with swords of the value of fifty guineas each.

Capture of a Schooner, November 4th, 1803.

As the thirty-six gun frigate "Blanche," Captain Z. Mudge, was lying at anchor off the entrance of Macenille Bay, island of St. Domingo, on the morning of November 4th, an armed French schooner was seen coming out of the Caracol Passage. The launch of the "Blanche," armed with a twelve pound caronnade, with a crew of twenty-eight men, under the command of Mr. J. Smith, master's mate, was sent to attack her. The launch got alongside, boarded, and after a fight of ten minutes the schooner was in the possession of the British. The prize which Captain Mudge described "as one of the finest vessels of her class, he ever saw," mounted a long nine pounder on a pivot, and had a crew of thirty men, of whom one was killed, and five were wounded. The loss of the launch was one man killed, and two men wounded.

Capture of the "Curieux,"

February 4th, 1804.

At the beginning of the year 1804, the "Centaur," seventy-four, Captain M. Maxwell, was cruising off Fort Royal Bay, Martinique, and on the evening of the 3rd of February, four of her boats containing seventy-two seamen and marines, under the orders of Lieutenant R. C. Reynolds, were dispatched to cut out the French brig corvette "Curieux," of sixteen guns, lying at anchor, ready for sea, close under Fort Edward, at the entrance of the Careenage, Fort Royal Harbour. The ship was prepared for an attack, her guns and swivels were loaded, her boarding nettings triced up, and a watch of twenty-eight officers and men on deck. Just before one a.m., after a pull of twenty miles, the boats were hailed, and fired into by the "Curieux," but the British Marines returned the fire, and the boats got alongside. Lieutenant Reynolds made his boat fast to a rope ladder which was hanging at the brig's stern, and mounting it, cut away some of the tricing lines with his sword, and part of the netting falling, the other boats boarded the brig on her quarter. After a most determined resistance the French were overpowered, their captain was wounded and knocked overboard,* and the "Curieux," her cables being cut, stood out of the harbour, under a smart fire from the forts, and before daylight was safe alongside the "Centaur." The loss of the assailants considering the nature of the enterprise was very small, nine men only being wounded, but among them were Lieutenant Reynolds, who had received no less than five severe wounds, and Lieutenant Bettesworth his second in command. On the part of the French, ten officers and men

* The French captain (Cordier) had a singular escape. Being knocked overboard and stunned, he fell on the fluke of the anchor, from whence he fell into one of the boats of "Curieux," which was alongside, full of water casks. The only man in the boat, cut her adrift, and pulled for the shore, which he reached by the time the captain had recovered his senses, and realised to his chagrin the peculiarity of his situation.

were killed, and thirty, including all the officers but one, wounded, some mortally. The prize was considered to be one of the best manned and best disciplined brigs in the French Navy. Her command was given to Captain Reynolds, but that gallant officer died from the effects of his wounds in the month of September following. Swords of the value of fifty guineas each, were voted to him and Lieutenant Bettesworth, by the Patriotic Fund.

Capture of the "Confiance,"

June 4th, 1805.

The thirty-eight gun frigate "Loire," Captain F. L. Maitland, was cruising near Cape Finisterre, when receiving information that a French privateer was getting ready for sea at Muros, Captain Maitland resolved to attempt to capture or destroy her. At nine on the morning of June 4th, the "Loire" stood into the bay with her boats in tow, containing fifty officers and men, under the command of Lieutenant J. Yeo, assisted by Lieutenant S. Mallock of the marines. As the "Loire" hauled round the point of Muros Road, a battery of two eighteen pounders opened on her. A few guns were fired in return, but seeing from its commanding situation that the battery would greatly annoy his ship, Captain Maitland made a short speech to Lieutenant Yeo and his men, saying that it being the King's birthday he trusted they would show their loyalty by their conduct on this occasion, and ordered them to push for the shore, and spike the guns. The men replied with a cheer, and in a few minutes landing under the battery, the Spaniards abandoned their guns and fled. The "Loire" stood on, and as she opened the bay, a corvette pierced with thirteen ports of a side, and a brig pierced for ten guns, were discovered at anchor, fitting for sea, but neither had any guns on board. At the same time a fort mounting twelve long eighteen pounders, about a quarter of a mile distant, opened a well directed fire on the frigate,

almost every shot striking her hull. Captain Maitland anchored with a spring, and commenced firing on the fort, but the Spaniards were so well protected by their embrasures, that the fire of the frigate was comparatively harmless. In a few minutes the "Loire" had nine men wounded, when suddenly the fire of the fort ceased, and the British flag was seen displayed over its walls. Lieutenant Yeo having taken possession of the two gun battery, and spiked the guns, observed the fort firing on the "Loire," and although it appeared to be a regular fortification, gallantly resolved to attack it instantly. Occupied in cannonading the frigate, and not expecting an attack from the land side, the garrison had neglected to close the outer gate of the fort, through which the British rushed, though a French sentry had given an alarm. At the inner gate the assailants were met by the garrison headed by the Governor, but Lieutenant Yeo sprang forward, and with a single stroke laid the Governor dead at his feet, breaking his own sword in two by the force of the blow. A severe contest followed, till most of their officers fell, and many of the enemy jumped out of the embrasures twenty-five feet from the ground, when the survivors threw down their arms and called for quarter. Of the British, Lieutenant Yeo, C. Clinch, Mate, and four men were wounded. The loss of the garrison, which included about one hundred of the crew of the privateer "Confiance," at anchor in the harbour, was heavy. The governor, a Spanish volunteer, the second captain of the "Confiance," and nine others were killed, and thirty men (including nearly all the officers of the privateer) wounded. The guns having been spiked, their carriages destroyed, and part of the fort blown up, the British with two brass guns, forty barrels of powder, and fifty stand of arms, embarked in their boats and returned to the "Loire." In the meanwhile the two privateers had been taken possession of by Captain Maitland. The "Confiance" was a ship of four hundred and ninety tons, and was fitted to carry twenty-four eight pounders on a flush

deck. The brig was the "Bélier," but her guns stated to be eighteen pounder carronades were on shore. Lieutenant Yeo* was promoted to the rank of Commander, and appointed to the ship whose capture was chiefly owing to his bravery. A sword of the value of one hundred guineas, and others of fifty guineas value, were presented to Captain Maitland, and Lieutenants Yeo and Mallock, by the Patriotic Fund.

Cutting out the "Cæsar,"

July 16th, 1806.

A British squadron of six sail of the line and a frigate, under the command of Commodore Sir S. Hood in the "Centaur," seventy-four, was cruising off Rochefort in July, when the Commodore learning that a convoy laden with stores for the fleet at Brest, was lying ready for sea in Verdon Road, at the entrance of the river Gironde, under the protection of two brig-corvettes, determined to cut them out. A boat of

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* This exploit of Lieutenant Yeo, was commemorated by Dibdin in the following song, entitled

LIEUTENANT YEO.

Off Cape Finisterre lay the King's ship "La Loire,"
When a privateer foe Captain Maitland he saw,
So a boat's crew he sent with the Spaniards to cope,
Who was called "L'Esperance"—in plain English "The Hope,"
Tho' but a forlorn hope she proved to the foe,
Made a prize by the boat's crew and Lieutenant Yeo.

"Tis the birth of our King boys"—the captain he cried,
"To crown it with victory then be your pride;
The birth of your Sovereign distinguish, in short,
By planting his flag on that proud Spaniard's fort,"
So the gallant boat's crew volunteered all to go,
To conquer or die with brave Lieutenant Yeo.

Then Lieutenant Yeo, to his lasting renown,
The fort he knocked up, and the Governor down,
The Don's captured ensign waved over his head,
And planted the flag of King George in its stead,
Let the trumpet of fame then thro' all the world blow,
To the glory of Britons and Lieutenant Yeo.

Dibdin, it will be seen, was wrong as to the name of the French vessel, and also as to the enterprise being accomplished by a single boat's crew.

each ship was selected and sent to the "Isis" frigate, which ship proceeded off the Gironde, and joined there the forty-four gun frigate "Indefatigable," which was watching the convoy. The six boats from the line of battle ships, "Conqueror," "Prince of Wales," "Revenge," "Polyphemus," "Monarch," and "Centaur," under the command of Lieutenant E. R. Sibly of the last mentioned ship, with three boats from the "Indefatigable," and three from the "Isis," twelve in all, on the evening of June 15th set out from the "Indefatigable" for the mouth of the Gironde. At midnight they entered Verdon road, and immediately attacked the French sixteen-gun brig-corvette "Cæsar," with a crew of eighty-six men, fully prepared for resistance. While cutting away the boarding netting of the brig, Lieutenant Sibly was badly wounded,* but she was boarded, and carried after a very gallant defence, her commander, Lieutenant Fourré, being among the slain. The other brig, the "Teazer" (late British) of fourteen guns, in the darkness of the night slipped her cable, and favoured by the wind and tide, escaped by running up the river, followed by the convoy. In the meanwhile the prize, exposed to a fire from the "Teazer" and the batteries on both sides of the river, worked out under the direction of Lieutenant Parker of the "Indefatigable," and joined the two frigates at anchor in the offing. The British loss was rather severe, Lieutenant C. Manners, of the "Revenge," a master's mate, and seven men were killed, and four Lieutenants, and thirty-five men wounded. A midshipman and nineteen men of the "Revenge" were made prisoners, their boat being disabled by shot and obliged to run on shore to avoid sinking. Shortly after, Lieutenant Sibly received the rank of Commander.

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* Lieutenant Sibly received seven severe wounds, and Lieutenant Parker was also wounded. In working out, the "Cæsar" was exposed to the fire of the batteries and the "Teazer," for nearly two hours. Most of the boats were so damaged by shot, or so badly stove, that they swamped, and were obliged to be cut adrift.

Capture of a Privateer,

January 2nd, 1807.

The thirty-two gun frigate "Cerberus," Captain W. Selby, cruising between Martinique and Dominica, on January 2nd, chased two French schooners, and a sloop, standing for St. Pierre. Prevented from reaching that port, they all three anchored under a battery, near the Pearl rock, and very close to the shore. About eight in the evening, the boats of the "Cerberus," commanded by Lieutenants Coote and Bligh, who volunteered for the service, boarded two of the vessels, under a heavy fire of cannon and musketry from the shore, and though their sails were unbent, brought them out, with the loss of two men killed, and Lieutenant Coote (who was severely wounded in the head, and deprived of his eyesight) a midshipman, and eight men wounded. The third vessel, making use of her sweeps, and favoured by the darkness, escaped. Lieutenant Coote was promoted, and a pension granted him, which was afterwards increased to Four Hundred Pounds per Annum. The Patriotic Fund also presented him and Lieutenant Bligh, with swords valued at fifty Guineas each.

Capture of the "Lynx,"

January 21st, 1807.

At daybreak on January 21st, the thirty-two gun frigate "Galatea," Captain G. Sayer, cruising off the coast of Caraccas, discovered a strange sail, which proved to be the French brig-corvette "Lynx," sixteen guns, with a crew of one hundred and sixty-one men and boys, from Guadaloupe, bound to the Caraccas. At noon the frigate was nearly becalmed, and the "Lynx" using her sweeps left the "Galatea" so fast that at two p.m. her top-gallant sails only were visible above the horizon. About this time, six boats, containing seventy-five officers and men under the command of first Lieutenant

W. Coombe, left the frigate to attempt to board the enemy, then about four leagues distant. Shortly before nine p.m., after rowing about twelve leagues, the boats came within pistol shot of the "Lynx," in two lines, and after hailing her, attempted to board on both quarters. The brig having her guns trained aft, opened a heavy fire of grape and musketry, and repulsed her assailants, wounding among others Lieutenant Coombe. A second attempt was made to board, with no more success than the first, the British having to combat under every disadvantage, with more than double their numbers. The boats then dropped astern, and poured through the stern and quarter ports of the brig a destructive fire of musketoons and small arms, which almost cleared the deck of the enemy, and a third and successful attempt was made to board. A desperate conflict followed, but the boarders in a few minutes drove all before them, and those Frenchmen that were not lying killed or wounded on the deck, fled to the bowsprit and jib-boom, or up the shrouds, and below for shelter. The loss of the victors was heavy. Lieutenant Walker and eight men were killed, and Lieutenant Coombe, two other officers, and nineteen men wounded, some severely. The "Lynx" had a lieutenant and thirteen men killed, and her captain, five other officers, and fourteen men wounded. The prize, a fine vessel of three hundred and thirty-seven tons, only two years old, was purchased into the British service, her name changed to the "Heureux," and the command of her given to Lieutenant Coombe, with the rank of commander. A sword of the value of fifty guineas was voted to him by the Patriotic Fund, which he did not live to receive, being killed in another cutting out enterprise, the next year. At the request of his widow it was presented to her, to be kept in the family as a memorial of his services. Swords of the same value were voted to Lieutenant Gibson, and to Messieurs Green and Sarsfield, master's mates, and a piece of plate was voted to Lieutenant Walker, and presented to his nearest relative.

Capture of the "Galliard,"
April 19th, 1807.

The British brig "Richmond," Lieutenant S. S. Heming, cruising near Cape Mandigo, on the coast of Portugal, in search of a privateer which had plundered some merchant vessels, discovered a lugger with Spanish colours, at anchor in a bay about six leagues to the northward of Peniche. Finding it was the vessel of which he was in quest, Lieutenant Heming, as soon as it was dark, sent in his gig and jolly boat, under the orders of Sub-Lieutenant G. Bush, to capture or destroy her. The two boats pulled into the bay, and in face of a broadside of four guns discharged at them, boarded the lugger cutlass in hand, captured, and destroyed her. Her crew of thirty-six men, with the exception of twelve jumped overboard, and escaped to the shore. In this affair three of the British were wounded.

Capture of a Gunboat,
February 13th, 1808.

On the evening of February 13th, the twenty-gun ship "Confiance," Captain J. L. Yeo, lying off the Tagus, sent her cutter and jolly boat with fourteen men under the orders of R. Trist, master's mate, to row guard at the mouth of the river, in consequence of a report that the Russian squadron under Vice Admiral Siniavin, which for some months had been blockaded by the British in the Tagus, was about to put to sea. When Mr. Trist had arrived at his station, he saw a French gun-vessel lying at anchor under fort San Pedro, between the forts Belem and San Julian, which he immediately boarded and captured in the most gallant manner, without the loss of a man. The prize was the gun-vessel No. 1, mounting one long twenty-four pounder, and two brass six pounders, with one hundred stand of arms, and a crew of fifty men, of whom three were killed, and nine

wounded. Considering the daring of the attack, and the disparity of force, a more successful and gallant achievement has seldom been recorded, and fully entitled Mr. Trist to the promotion he shortly after obtained.

Capture of an Armed Ship at Port d'Anzo, July 10th, 1808.

On July 9th as the twenty-two gun ship "Porcupine," Captain Hon. H. Duncan, was lying becalmed under Monte Circello, on the coast of Romania, two gun boats and a merchant vessel were discovered running down under the land to the westward. The boats of the "Porcupine" under the command of Lieutenant G. Price, were dispatched in pursuit, and after a pull of eight hours in a hot sun, drove the merchant vessel on shore, and compelled the gunboats, each of which were armed with a long twenty-four pounder, to seek shelter under the batteries of Port d'Anzo. At this time, three other vessels were seen coming down from the westward, and the "Porcupine" recalled her boats, to go in chase, but the three vessels succeeded in getting into the harbour with the gunboats. Captain Duncan observing that one of the three vessels which last entered the harbour, a large six-gun polacca, lay further out than the others, resolved to attempt her capture. Soon after nightfall on the next day, the boats of the "Porcupine," under the command of Lieutenants Price and Smith, pulled into the harbour, and though the crew of the polacca, between twenty and thirty men, were prepared for an attack, and had secured their vessel to the beach, which was lined with French soldiers, and within pistol shot of two batteries, a tower, and the gunboats, the British boarded and carried her. The wind being light and baffling, it was an hour and twenty minutes before the prize was got beyond gunshot, and this desperate service was effected with no more loss than eight men wounded. Among them was the gallant Lieutenant Price,

who was severely injured in the head and leg, and who for his distinguished conduct in this, and other similar attacks, was promoted to the rank of commander.

Capture of the "Fama" and a Cutter at Nyborg.

August 11th, 1808.

At the time of the uprising of the Spaniards against the oppressive rule of the French in 1808, a body of about twelve thousand Spanish troops under the command of the Marquis de la Romana, were stationed on the shores of the Baltic, with the alleged intention of invading Sweden, in conjunction with a Danish army. On learning the state of affairs in Spain, these troops swore to be faithful to their country, and were eager to join their countrymen to assist in overthrowing the tyrant to whom they owed their banishment. A small British squadron was cruising in the Cattegat, commanded by Rear-Admiral Keats, in the "Superb," seventy-four, comprising the "Brunswick," seventy-four, Captain T. Graves; the "Edgar," seventy-four, Captain J. Macnamara, and five or six smaller vessels. According to a plan concerted between the Rear-Admiral and the Marquis de la Romana, the latter on August 9th took possession of the fort and town of Nyborg, on the island of Funen. The Admiral then wrote to the Danish governor, engaging to abstain from any act of hostility if the Spaniards were unmolested by the Danish or French troops, but stating that if any opposition was offered to the embarkation of the Spanish troops, the town of Nyborg would probably be destroyed. The Danish garrison made no resistance, but the Danish eighteen-gun brig "Fama," and a twelve-gun cutter, moored in the harbour near the town, rejected all offers, and prepared for action. The Spanish General being unwilling to act against the Danes, and the capture of the vessels being absolutely necessary, some small vessels and boats, under the orders of Captain Macnamara, entered the harbour, and attacked and carried both the

vessels, with the loss of Lieutenant Harvey of the "Superb," killed, and two men wounded. A few days afterwards ten thousand Spaniards were conveyed to England, and subsequently to their native country.

Boats of the "Heureux," at Mahaut.

November 28th, 1808.

The sixteen gun brig "Heureux," Captain W. Coombe, was cruising off the island of Guadaloupe, when information was received of seven vessels ready for sea, lying in the harbour of Mahaut, under the protection of two batteries. Captain Coombe resolved to attempt to cut them out, and with three boats containing sixty-three men, with a pilot, set out on this service on the night of November 28th. After rowing six hours, they lay on their oars to await the setting of the moon, and at four a.m. got alongside a schooner with a crew of thirty-nine men, which Captain Coombe in his barge, with nineteen men, boarded and captured, after a few minutes hard fighting. In the meanwhile, Lieutenant Lawrence landed, and spiked two twenty-four pounders in the nearest battery, and then boarded and took possession of a brig. Before either of the vessels could be got underweigh, the shore was lined with troops and fieldpieces, which opened a heavy fire on the captured ships. Daylight was appearing, and finding it impossible to get the prizes afloat, Captain Coombe was giving orders to abandon them, when he was struck by a twenty-four pound shot, and expired, exclaiming, "I die for my country." Lieutenant Lawrence who was wounded in the arm, abandoning the captures, succeeded in returning to the "Heureux," about six a.m. without any further loss.

Destruction of Gunboats and Convoy at Hango.

July 7th, 1809.

A British squadron consisting of the seventy-four gun ships "Implacable," Captain T. B. Martin, "Bellerophon," Captain

S. Warren, "Melpomene," thirty-eight, Captain P. Parker, and eighteen-gun sloop "Prometheus," Captain T. Forrest, was cruising off the coast of Finland, in the Baltic, when a Russian flotilla of eight gun-boats, each armed with a long 24 and 30 pounder, and manned with forty-six men; and some merchant vessels, was discovered at anchor under Hango Head. It being resolved to attempt the capture or destruction of the flotilla, the boats of the four ships, seventeen in number, containing about two hundred and seventy officers and men, under the command of first Lieutenant J. Hawkey, of the "Implacable" assisted by Lieutenant Allen of the "Bellerophon," Lieutenant Rennie, of the "Melpomene" and Lieutenant J. Stirling of the "Prometheus," set out on the enterprise at nine o'clock in the evening. The boats, said Captain Martin in his official letter, "proceeded with an irresistible zeal and intrepidity towards the enemy (who had the advantage of local knowledge) to attack a position of extraordinary strength within two rocks, serving as a cover to their wings, whence they could pour a destructive fire of grape on our boats, which, notwithstanding advanced with perfect coolness, and never fired a gun till actually touching the enemy, whom they boarded sword in hand, and carried all before them." Of the eight gun boats, six were captured, one was sunk, and one escaped, and the twelve merchant ships under their protection, laden with powder and provisions for the Russian army, were also taken and brought out, and a large armed ship captured and burnt. This gallant achievement was not accomplished without serious loss. Lieutenant Hawkey having carried one gunboat, was struck by a grape shot in the act of boarding a second, and fell, exclaiming—"Huzza, push on, England for ever." Lieutenant Stirling, a midshipman and fourteen men were also killed, and thirty-seven men wounded. The Russians acknowledged a loss of sixty-three men killed, many were drowned in the attempt to reach the shore, and of the hundred and twenty-seven prisoners taken, fifty-one were wounded.

Storming Battery. July 14th, 1809.

On July 14th, Lieutenant H. Battersby, with a party of seamen and marines from the eighteen-gun sloop "Scout," Captain W. Raitt, attacked a battery which commanded the port of Carri, between Marseilles and the Rhone, captured it, spiked the guns, killed five of the enemy, and took seven prisoners, without any loss. For this service, and his gallant behaviour on similar occasions, Lieutenant Battersby was promoted to the rank of Commander in September following.

Capture of a Cutter and Schooner, July 25th, 1809.

The boats of the "Fawn," commanded by Lieutenant Morgan on July 25th captured a cutter, and the schooner "Guadaloupe." No more information relative to this affair is at present available.

Capture of Russian Gunboats, July 25th, 1809.

The Russian army in Finland received most of their supplies by their coasting trade, protected by gun-boats, and small armed vessels. A British squadron in the Gulf of Finland, commanded by Captain D. Pater, comprising his own ship the "Princess Caroline," seventy-four, the "Minotaur," seventy-four, Captain J. Barrett, the thirty-two gun frigate "Cerberus," Captain H. Whitby, and eighteen gun sloop "Prometheus," Captain T. Forrest, on July 25th, discovered four Russian gunboats and an armed brig lying at anchor at Fredericksham, near Aspo Roads. At half-past ten at night. the boats of the squadron, seventeen in number commanded by Captain Forrest who volunteered his services, assisted by Lieutenants Bashford, Callenan, Pettet, Forster, and Finnimore, pulled into the Roads, boarded, and after a

most desperate conflict, captured and brought off three gun-boats, each mounting two long eighteen pounders, with crews of forty-four men, and an armed brig laden with provisions. The Russians fought with the utmost obstinacy, every man of the crew of one of the gun-boats being killed or wounded before she surrendered. The British loss was heavy. Lieut. Callenan, another lieutenant, a midshipman, and sixteen men were killed, and Captain Forrest, Lieutenant Forster, three midshipmen, and forty-six men wounded. Twenty-eight Russians were killed, and fifty-eight wounded. For his gallant conduct in this action, Captain Forrest was immediately advanced to post rank.

Capture and Destruction of a Battery at Bremerle, July 27th, 1809.

The French troops in Hanover making frequent predatory incursions in the neighbourhood of Cuxhaven ; Captain Lord G. Stewart, cruising with a small squadron near the mouth of the Elbe, consisting of his own ship "L'Aimable," the "Mosquito," W. Goate, "Briseis," R. Pettet, "Ephira," G. Watts, and "Pincher," S. Burgess ; landed a detachment of seamen and marines for the purpose of intercepting them. As the British advanced, the enemy retreated, till they roached the town of Gessendorf where they seemed resolved to make a stand. Captain Stewart decided upon an immediate attack, and while Captain Goate with a detachment advanced towards Gessendorf, Captain Pettet with another party took a battery of four twelve pounders in flank, and the remainder of the British headed by Captain Watts, attacked it in front. On the approach of Captain Goate, the enemy evacuated Gessendorf, and the defenders of the battery, being threatened on two points, abandoned it, and fled, with the loss of several killed and wounded, and four prisoners, including their Commandant. The guns with their carriages, and the battery were destroyed, and the detachment after a march of

twenty-eight miles in a hostile country, returned without the loss of a man to their ships.

Capture of Six Gun-boats.

July 29th, 1809.

On the morning of July 28th, the seventy-four gun-ship "Excellent," Captain J. West, lying at anchor off Trieste, discovered a convoy making towards that port. Getting under weigh, the "Excellent" ran between the vessels and their destination, and compelled them to take refuge in Duin, a port four leagues to the north-west of Trieste. The eighteen-gun sloop "Acorn," Captain R. Clephane, and sixteen-gun brig "Bustard," Captain J. D. Markland, were in company, and at ten p.m., Captain Clephane with the two sloops, and the boats of the "Excellent," under the command of her first lieutenant, J. Harper, were sent in to capture or destroy the convoy. About midnight, the boats covered by the "Acorn" and "Bustard," which engaged the castle, in face of a heavy fire entered the harbour, and boarded and carried six Italian gun-boats, three mounting three long twenty-four pounders, and the others three long eighteen pounders. At the same time Captain R. Cummins landed with a small party of marines, and dislodged the enemy from the rugged cliffs surrounding the harbour. The gun-boats, with ten coasting vessels, laden with flour, brandy, rice and wheat were brought safely out, with no greater loss than the master of the "Bustard," Mr. K. Robinson, and seven men wounded, one of them mortally.

Boats of the "Amphion" at Cortelazzo.

August 28th, 1809.

The thirty-two gun frigate "Amphion," Captain W. Hoste cruising in the Adriatic, on August 24th, discovered lying in the port of Cortelazzo, near Trieste, six Italian gun-boats,

and a convoy of trabaccolos, under a battery of four twenty-four pounders. The shallowness of the water not allowing the frigate to enter the port, Captain Hoste decided to send in his boats. To prevent any suspicion of his intention, he kept off out of sight from the land, till the evening of August 26th, when soon after midnight he anchored off the place. At three in the morning, a party of seventy men under the command of Lieutenants Phillott and Jones, landed about a mile to the southward of the battery, leaving another party under the orders of Lieutenant Slaughter, in the boats, to attack the vessels when the battery had been carried. At a quarter past three a.m., Lieutenant Phillott assailed the battery, and though surrounded by a ditch and *chevaux-de-frise* captured it in ten minutes, and made the pre-arranged signal for the boats to advance. The guns in the battery were immediately turned on the gun-boats, which were boarded and taken possession of after a slight resistance, by Lieutenant Slaughter, though mounting long twenty-four pounders and swivels. Two trabaccolos laden with cheese and rice were brought off, and five others burnt. The battery was destroyed and the guns spiked, and the boats returned to the "Amphion" with but one man wounded. For his distinguished behaviour on this and other occasions, Lieutenant Phillott was promoted to the rank of commander.

Destruction of Convoy at Rosas,
November 1st, 1809.

At the end of October, a fleet of armed transports and store ships, in the company of three sail of the line and two frigates, sailed from Toulon for Barcelona. They were intercepted by the British fleet, and two of the ships of the line were driven on shore, and destroyed by their own crews. The greater part of the convoy put into the bay of Rosas, and anchored under the protection of the castle, and several strong batteries. The convoy consisted of seven merchant vessels, in charge of the

sixteen-gun store ship "Lamproie," Lieutenant de Vaisseau Bertaud la Breteche, two armed bombards, and an armed xebec. Lord Collingwood deciding on the capture or destruction of these vessels, detached Captain B. Hallowell, in the "Tigre" eighty, with the "Cumberland" seventy-four, Captain Hon. P. Wodehouse, "Volontaire" thirty-eight, Captain C. Bullen, "Apollo" thirty-eight, Captain B. W. Taylor, "Topaz" thirty-six, Captain H. Hope, "Philomel" eighteen, Captain G. Crawley, "Scout" eighteen, Captain W. Raitt, and "Tuscan" sixteen, Captain J. Wilson, on this service. On the evening of October 31st, after nightfall, the squadron bore up for the bay of Rosas, and anchored about five miles from the castle, except the smaller vessels, which continued under way to cover the boats. The boats under command of first Lieutenant J. Tailour, of the "Tigre," assisted by Lieutenants and officers from all the other ships,* proceeded at once to attack the enemy, who were fully prepared to meet them. The "Lamproie" had her boarding nettings up, and a gun-boat in advance to give notice of the approach of the assailants, and the shore batteries were also on the alert. As the boats neared the enemy, an alarm gun was fired, which they answered by three cheers, and each division taking its allotted station, the "Lamproie" was boarded, and in spite of an obstinate resistance carried in a few minutes. The other vessels though bravely defended, were also captured, in the face of a heavy fire from the castle, and the batteries, and volleys of musketry from troops which lined the beach. Though the enemy outnumbered the British two to one, by daylight on November 1st every French vessel was burnt or brought out, and the supplies for the French army in Spain taken, or destroyed. This success was not gained without severe loss. Lieutenant Tait of the "Volontaire," a master's mate, and

* Many officers in the fleet volunteered for this service, and commanded boats. Lord Collingwood in his official letter stated, "Lieutenant Tailour led to the assault in a most gallant manner, and was followed by the other officers, as if each was ambitious of his place, and desired to be first."

thirteen men were killed, and five Lieutenants, (including Lieutenant Tailour*) and fifty other officers and men wounded. The loss of the enemy must have been very heavy. For his gallant conduct, Lieutenant Tailour was immediately promoted to the rank of Commander.

Cutting out the "Nisus" at Guadaloupe, December 13th, 1809.

The thirty-eight gun frigate "Thetis," Captain G. Miller, in company with the gun brigs "Pultusk," sixteen, Captain W. Elliot, "Achates," ten, Captain T. Pinto, "Attentive," Lieutenant R. Carr, and schooner "Bacchus," Lieutenant C. Jermy, while cruising off the island of Guadaloupe, on December 12th, observed the French sixteen gun brig-corvette "Nisus" lying at anchor under the protection of a battery in the harbour of Hayes. In the evening, the boats of the squadron under the command of Captain Elliot, assisted by Lieutenants Belchier, Ruel, and Cooke, were dispatched to cut the vessel out. The British landed without opposition, and made their way through a thick wood, and over a high hill, till they reached the rear of the battery, which they attacked and carried, forcing the defenders to abandon it. Leaving Lieutenant Belchier to destroy the guns and battery, a service he effectually performed, Captain Elliot, with the boats, supported by the brigs, entered the harbour, and boarded and captured the corvette, with but four men wounded. The prize, a fine vessel of about three hundred and forty tons, was added to the British Navy by the name of "Guadaloupe."

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* While in the act of boarding the French commodore's ship, Lieutenant Tailour was severely wounded by a pike thrust on the side of his head near the temple, but staunching the flow of blood by means of a knotted handkerchief, he was soon again among the foremost in the fight. Had he not at once applied this rough and ready species of tourniquet, the wound would have proved mortal.

Attack on French Gunboats in Basque Roads,

February 13th, 1810.

At the beginning of the year 1810, a small British squadron under the command of Captain Sir J. S. Yorke, in the eighty gun ship "Christian VII.," was lying in Basque Roads. On February 13th, three deeply laden chasse-marées, part of a convoy which had sailed from the Charente, grounded on a reef between Aix and Rochelle, and Sir J. Yorke sent in eight boats from his own ship, the "Armide," thirty-eight, Captain L. Hardyman, and the "Seine," thirty-six, Captain D. Atkins, under the orders of Lieutenant H. Guion, to destroy the vessels. As the boats advanced, nine French boats, each armed with a twelve pounder caronnade, and six swivels, and rowing from twenty to thirty oars, pulled out from the Isle d'Aix to prevent the accomplishment of their object. Lieutenant Guion to decoy them from the range of their batteries, feigned a retreat, and then suddenly altering his course, turned, and went directly for them. The enemy fled, but Lieutenant Guion in the barge of the "Christian VII" came up with the rearmost boat, and boarded and captured her, sword in hand. Lieutenant Roberts of the "Armide," pursued the other boats, but being unable to come up with them, set fire to the three chasse-marées on the reef, and destroyed them, they being abandoned by their crews. In this affair, not a man of the British was hurt; and for his gallant conduct in this, and other boat actions, Lieutenant Guion was shortly afterwards deservedly promoted to the rank of Commander.

Capture of a Fort at Jacotel.

May 1st, 1810.

In the month of April, 1810, the thirty-six gun frigate, Captain N. J. Willoughby, joined a British squadron cruising off the Isle of France, and was detached to cruise off the

south-east coast of the island. On April 30th a large merchant ship was discovered lying at the anchorage of Jacotel, within pistol shot of two batteries commanding the entrance of the harbour. Having on board a black inhabitant of the island, as pilot, Captain Willoughby determined to attempt to cut the ship out, and with his boats manned with one hundred seamen and marines, set out on this expedition at midnight. Having with difficulty found and entered the difficult passage to the anchorage, and reached the only suitable place for landing, with the surf half filling the boats, the French schooner "Estafette" lying close under the batteries, descried the British, and gave the alarm. The batteries at once opened on the spot, and on landing the assailants were exposed to a heavy fire of musketry. They pushed on at the run, and in ten minutes the nearest battery mounting two twelve-pounders, was carried, and the guns spiked. Captain Willoughby and his men then attacked a guard house in the rear, defended by two field pieces, about seventy regular troops, and a large party of militia which, while the British were capturing the battery, had attacked the men left in charge of the boats, and had driven them into the centre of the harbour. The seamen and marines charged, and the French gave way and fled, leaving their field pieces, and their commanding officer (who was in the act of spiking the guns) in the possession of the assailants. "Hitherto" said Captain Willoughby in his official letter "twilight had hid our force, but full day showed to the enemy the "Nereide's" small band of volunteers. The strongest battery was still in their possession, to gain which it was necessary to cross the river Jacotel." The river ran at the foot of a high hill covered with wood, and was defended by Colonel Bolger with a strong body of militia, and two twelve-pounders. Owing to heavy rains the river had become so swollen, and its stream so rapid, that the tallest man could scarcely wade across. In face of a smart fire, the British, with the loss of most of their ammunition, crossed the river, and on reaching

the opposite bank, cheered, and charged with the bayonet. The hill, the guns, and the colours, with the commandant, were captured, and the militia fled with all speed. Having spiked the guns, destroyed the works, and embarked the two field pieces, with a quantity of stores, Captain Willoughby was returning to his ship, when the party which had been driven from the first battery rallied, and being strongly reinforced by the militia, made a show of resistance on the left. The British having made a movement to get into their rear, which would have cut off their retreat, the militia and regulars again fled in disorder, while the victors repassed the river and returned to their boats. After having destroyed a signal station one mile inshore, Captain Willoughby and his men re-embarked, bringing away the schooner, which the men left in charge of the boats had boarded, and joined the "Nereide" in the offing.

This gallant enterprise was performed with the loss of one man killed, and Lieutenant Deacon and six men wounded, the loss of the enemy could not be ascertained. On the "Nereide" joining the squadron off Port Louis, Captain Lambert sent in a flag of truce with the captured French officers, and received in exchange for them thirty-nine British seamen and soldiers.

Capture of Twenty-five Vessels at Grao.

June 28th, 1810.

The British frigates, "Active," thirty-eight, Captain J. Gordon, and "Cerberus," thirty-two, Captain H. Whitby, under the orders of Captain W. Hoste, of the "Amphion," thirty-two, were cruising in the Gulf of Trieste, in the month of June. On the morning of June 28th, the "Amphion" chased a convoy laden with naval stores for the arsenal at Venice, into the harbour of Grao. Captain Hoste decided upon the capture or destruction of the vessels, which, owing to the shoals, could be effected only by boats. In the evening

he signalled to the "Active" and "Cerberus," to send their boats to him at midnight, but owing to her distance in the offing the "Active" was unable to obey the signal in time. At the hour appointed the boats of the "Amphion" and "Cerberus," commanded by Lieutenant W. Slaughter, (second of the "Amphion") assisted by Lieutenants D. O'Brien, and J. Dickenson, pushed off, and before daylight landed a little to the right of the town. On advancing the British were attacked by a body of French troops, and armed peasantry, who were charged with the bayonet, and a sergeant and thirty-five men made prisoners. The town was then entered, and the vessels, twenty-five in number, taken possession of, but it being low water, it was late in the evening, and only after great exertions they were got afloat, and over the bar. In the mean time the boats of the "Active" came up, and assisted in repelling another attack of the enemy, taking their Commander and twenty-two men prisoners. Five vesssels were brought out with their cargoes, and a number of small trading craft, laden with the cargoes of eleven vessels which were burnt. At eight p.m., the boats and the prizes had joined the ships, which had anchored about four miles from the town. The loss of the victors in this dashing affair, was four men killed, and Lieutenant Brattle of the Marines, and seven men wounded. Lieutenant Slaughter was promoted to the rank of Commander in the month of November following.

Storming Batteries in Basque Roads.

September 27th, 1810.

On the night of September 27th, the boats of the "Caledonia," one hundred-and-twenty, Captain Sir H. Neale, "Valiant," seventy-four, Captain R. Oliver; and "Armide," thirty-eight, Captain R. Dunn, lying in Basque Roads, were despatched under the orders of First Lieutenant Hamilton of the "Caledonia," to take or destroy three brigs laden with

Government stores, anchored under the protection of a strong battery at Pointe du Ché. As it was known that the enemy had strengthened the position with field pieces, and that a strong body of troops was assembled for the protection of the vessels, a party of one hundred and thirty marines, commanded by Captains T. Sherman and McLachlan, with Lieutenant Little, was added to the seamen from the three ships. At half-past two the marines were landed under Pointe du Ché, but the alarm was given by the brigs, and under a smart fire Lieutenant Little advanced, captured the battery and spiked the guns. In the meantime Captain Sherman took position on the main road, facing the village of Angoulin, supported by one of the launches with an eighteen-pounder carronade. The enemy advanced from the village and attacked him, but were driven back with loss. The French then made another attempt with a field piece, but were charged with the bayonet, put to flight, and the gun taken. While this was going on, the seamen had captured two of the brigs, and destroyed the other, and the party re-embarked without losing a man. Lieutenant Little and one man were wounded. The enemy left fourteen dead in the battery, but what loss they sustained from the fire of Captain Sherman's division and the launch could not be ascertained.

Capture of the "Cæsar."

November 4th, 1810.

On November 4th, the eighteen-gun sloop "Blossom," Captain W. Stewart, cruising off Cape Sicie, chased a xebec, but it falling calm, Captain Stewart dispatched his cutter and yawl, manned with volunteers, in pursuit, under the orders of Lieutenant S. Davis. About seven p.m., as the boats neared the vessel, which was the privateer "Cæsar," of Barcelona, of four guns and fifty-nine men, she opened fire on them, killing Lieutenant Davis and three seamen, and wounding

R. Hambly, master's mate, and four others. Mr. J. Marshall*, midshipman, with twenty-six men remaining, ran alongside, boarded and carried the vessel after a smart contest, with the addition of five more men wounded. The privateer had four men killed and nine men wounded.

Attack on Shipping at Port St. Mary,

November 23rd, 1810.

At the end of the year 1810, Cadiz was blockaded by land by the French, who made vigorous preparations for a siege, and collected a flotilla of gun-boats to co-operate by sea. A British squadron under the command of Rear Admiral Sir R. Keats lay off the place, and with gun-boats and bomb vessels very much annoyed the enemy, and hindered the construction of their works. On November 23rd the "Devastation," "Thunder," and "Etna," bombs, with a number of English and Spanish mortar and gun-boats, under the orders of Captain Hall, attacked the French flotilla at Port St. Mary, and threw some hundred shells among them with considerable effect. Being exposed to the fire of Fort Catalina, Lieutenants Worth, and Buckland, of the Royal Marine Artillery, and a midshipman were killed, and four English and four Spanish seamen wounded in this service.

Destruction of the Frigate "L'Elize."

December 24th, 1810.

About the middle of November, 1810, two French frigates of forty guns, the "Amazone," and "L'Elize," sailed from Havre for Cherbourg, but being chased by part of a British squadron commanded by Captain Pulteney Malcolm in the

* Better known afterwards as Lieutenant J. Marshall, author of the "Royal Naval Biography," a work remarkable for the extent and accuracy of its information.

"Donegal," seventy-four, and unable to weather Cape Barfleur, they made for the road of La Hougue, and anchored under the protection of a strong battery. Here they were attacked by the British ships, with but little effect, and after being closely blockaded for nearly a fortnight, the "Amazone" slipped out in the night and got safe into Havre. On December 6th the "Elize" was attacked by a bomb vessel, driven ashore, and completely bilged. She lay a wreck till the night of December 23rd, when Captain C. Grant, of the thirty-eight gun frigate "Diana" sent in his boats, manned by volunteers, under the orders of Lieutenant Rowe, to destroy her. Although she was lying under heavy batteries, with three armed brigs within hail, which opened on the boats with round and grape shot, the "Elize" was set on fire, and completely destroyed, without a man of the assailants being hurt.

Destruction of a Brig at Parenza,

May 4th, 1811.

The thirty-eight gun frigates "Belle Poule," Captain J. Brisbane, and "Alceste," Captain M. Maxwell, cruising off the coast of Istria, on May 4th, chased an eighteen gun French brig into the small harbour of Parenza, where she anchored under a battery. The depth of water in the harbour was not sufficient to admit the frigates, but the brig lying within gunshot of the entrance, the "Belle Poule" followed by the "Alceste," stood in within a cable's length of the rocks, and opened a well directed fire on the brig and the battery. After an hour's cannonading, the brig much damaged, hauled on shore further up the harbour, out of the reach of shot, and the frigates, with no greater loss than three men wounded, stood out to sea, and anchored about five miles from the shore. As nothing more could be effected by the ships, Captain Brisbane determined to take possession of an island that lay

in the mouth of the harbour, within musket shot of the town. At eleven at night the boats of the frigates, manned by two hundred seamen, and one hundred marines, under the orders of first Lieutenant J. McCurdy of the "Belle Poule," assisted by Lieutenants Boardman, Chartres, Hickman, and Lloyd, pulled in and occupied the island without resistance. By five in the morning of the 5th, a battery was erected on a commanding position, and two howitzers, with two nine-pounders mounted, a field piece was also placed on the left to divide the attention of the enemy. Soon after daylight the French opened a cross fire, from four different positions, which was immediately returned, and sustained with vigour on both sides for five hours. At the end of that time the brig was cut to pieces and sunk, and the assailants re-embarked with their guns, with the loss of the gunner and one seaman of the "Belle Poule," and two men of the "Alceste" killed, and one man wounded, making the total loss of the British, four men killed and four men wounded.

Capture of Fort Marrack,

July 30th, 1811.

In the month of April, 1811, an expedition sailed from Madras to reduce the Dutch island of Java.* Among the ships employed in this service was the "Minden," seventy-four, Captain E. W. Hoare. Some French frigates were daily expected with re-inforcements from Europe for their Dutch allies, and the only harbour available to them was that of Marrack, about seventy-four miles west of Batavia. The anchorage was defended by a strong fort, situated on a promontory, mounting fifty-four heavy guns, with a garrison of one hundred and eighty troops. A night attack on the fort was projected by the boats of the "Minden" and "Leda" carrying four hundred and fifty men, under the command of Lieutenant E. Lyons of the "Minden," (after-

* See *ante*, page 181.

wards Admiral Lord Lyons G.C.B.) who had volunteered to head the party. A few hours before the boats were to push off, intelligence reached Captain Hoare of the arrival of a battalion of Dutch soldiers at a barrack about half a mile in the rear of the fort, and the enterprise being considered too hazardous was abandoned. A few days after, on July 25th, Lieutenant Lyons was detached with the "Minden's" launch and cutter, containing nineteen prisoners, with orders to land them at Batavia. On the 27th he landed his prisoners, but learned that the Dutch had no information of the expedition, and did not expect to be attacked during the prevalence of the monsoon. On the morning of the 29th he wrote to his captain, that he had determined on making a midnight attack on Fort Marrack, with every hope of a successful result. His whole force was but thirty-five officers and men, with whom he ventured on an undertaking for which four hundred and fifty men had been considered inadequate. But Lieutenant Lyons had served under the gallant Captain Cole at the capture of Fort Belgica, at Banda-Neira, in the preceding year, and was prepared to encounter and overcome obstacles which most men would have considered insuperable. Having made his preparations, at sunset he placed his boats behind a point which screened them from the view of the enemy's sentinels. At half-past twelve at night, the moon fast sinking below the horizon, he pulled for the fort, but was perceived and challenged by the sentinels, who fired their pieces and alarmed the garrison. Nothing daunted, he ran his boats aground in a heavy surf, under the embrasures of the lower tier of guns, and placing his ladders, entered and captured the lower battery, three of the enemy being cut down in the act of putting matches to their guns, and the remainder flying from their post. Having reformed his men, he carried the upper battery, but on reaching the summit of the hill, he found the garrison drawn up to receive him. The British fired, and at once charged, Lieutenant Lyons shouting that he had four hundred men and would

give no quarter. The Dutch broke, and fled through the gateway at the rear of the fort, leaving behind them two officers and fourteen men killed, and twenty-seven men wounded. The victors were not allowed to remain in quiet possession, for at one a.m. a battery in their rear, and two gunboats in the harbour, opened fire on them. A few guns from the fort returned the fire, but the majority of the British were employed in spiking the guns and destroying the works. The fire from the battery was extremely well directed, and the whole of the Dutch troops in the barracks, not half a mile distant, got under arms and advanced to retake the post. The gate of the fort was left open, but two twenty-four-pounders, loaded almost to their muzzles with musket balls, commanded the entrance, and lest they should be fired too soon, Lieutenant Lyons held one match, and his second in command, Midshipman W. Langton, the other. The head of the enemy's column on nearing the gate, saw that it was open, and with a cheer rushed on. At ten yards' distance the two guns were discharged with deadly effect, the Dutch fled in disorder down the hill, and the gate was shut. By the dawn of day the fort was rendered incapable of protecting the expected French frigates, and the last shot fired from the last gun that was spiked, sank one of the two gunboats. Lieutenant Lyons leaving the British colours flying on the fort, and taking the captured colours of the enemy, then returned to his boats to re-embark, but found the barge almost beaten to pieces by the surf and not sea-worthy, so the whole party put off in the cutter.* Not a man was killed, but Mr. Langton and three seamen were slightly wounded. The mortification of the enemy may be imagined, when they saw at the rising of the sun, the force which had captured their fort, and inflicted on

* When Lieutenant Lyons reported himself on his return to the "Minden," Captain Hoare could not at first credit his account, but being convinced by the sight of the Dutch colours taken from the fort, he exclaimed—"I should as soon have thought of your snuffing the moon, so impossible does it seem."

them such heavy loss, returning to their ship in one small boat. This gallant exploit of Lieutenant Lyons in accomplishing with thirty-five men an enterprise which had been deemed too hazardous to be undertaken by four hundred and fifty, did not at first meet with the reward it deserved. Commodore Broughton in his official letter, stated that he had acted *contrary* to orders,* thus putting it out of the power of the admiralty to show their approval of his conduct by promotion. His gallantry was fully appreciated by his brother officers and Rear Admiral the Hon. R. Stopford, who succeeded Commodore Broughton on the station, and within a few months Lieutenant Lyons, and Mr. W. Langton, received their well earned advancement to higher rank.

Capture of three Danish Gun-Brigs,

August 2nd, 1811.

On August 1st, a small British squadron, consisting of the "Quebec," thirty-two, Captain C. S. Hawtayne, the sixteen-gun brig "Raven," Commander G. Lennock, the brigs "Exertion" and "Redbreast," Lieutenants J. Murray, and Sir G. M. Keith, Bart.; with the hired armed cutters "Alert," and "Princess Augusta," were cruising off the Texel, when Captain Hawtayne was informed that some Danish gun-brigs were lying at anchor near the island of Norderney. Samuel Blyth, First Lieutenant of the "Quebec," having volunteered to attempt to cut them out, was despatched with ten boats, containing one hundred and seventeen seamen and marines, on this service. On the morning of August 2nd, the boats entered

* On his return to England Lieutenant Lyons had an interview with the Hon. C. Yorke, First Lord of the Admiralty, who said to him :— "I see that Commodore Broughton was mistaken in saying '*contrary to orders*,' for that was not the case, and there is a wide distinction between *contrary* to orders, and *without* orders, which was really the case ; but as the Commodore's letter has appeared in the Gazette, we really must delay your promotion a little, or every lieutenant sent in with a launch for a load of water will steer for the nearest fort and attack it."

the river Jahde, and in the afternoon came in sight of four gun-brigs, each armed with a long twelve and two long six or eight-pounders, and manned with twenty-five men. As soon as the boats came within gun shot, they received a heavy fire of grape and canister shot, but Lieutenant Blyth in the barge of the "Quebec," pulling rapidly up, boarded the first vessel, and in a few minutes captured her, killing one man, wounding two, and driving the remainder below. Her twelve pounder was then turned on the other brigs, but there being no lighted match at hand, the gunner of the "Quebec" fired the gun, by discharging his pistol at the priming. Some loose powder lying about the deck, caught fire from the flash, and exploded a number of cartridges lying near under a sail, which killed and wounded nineteen men, including Lieutenant Blyth, who was blown overboard, but managed to reach one of his boats. But this accident did not prevent the capture of the remaining vessels, and in ten minutes all were in possession of the British. In this affair the assailants had two men killed, and nine men wounded, including Lieutenants Blyth, and Slout, the latter officer dying of his wounds a few days afterwards. Three of the men who had been blown up died the next day, and several were dreadfully scorched, among them being Lieutenant Moore of the marines. The prizes were all brought out, and joined the squadron off Heligoland, and in the following month Lieutenant Blyth received his promotion to the rank of Commander.

Capture of two Danish Vessels,

September 20th, 1811.

In the year 1811 Danish privateers were constantly attacking the merchant ships passing through the Sound and Belt, at the entrance of the Baltic. Vice-Admiral Sir J. Saumarez in the "Victory," lying in Wingo Sound in the month of September, having learnt that two privateers had taken a

position among some small islands ten leagues to the south of Gothenburg, detached two of his boats under the command of Lieutenant D. St. Clair, and Mr. Purcell, midshipman, in search of them. After a pull of many miles the British came in sight of the enemy, who had moored their vessels in a small creek, landed their guns, and placed them on a height which commanded the ships and the approach to them. Lieutenant St. Clair made for the battery, landed, and ascending the hill, carried it sword in hand, the Danes flying at his onset. Six of the enemy were killed, and a few prisoners taken, with the loss to the victors of one man killed, and another wounded. The privateers were taken out and anchored alongside the "Victory" the following morning. Shortly after, Lieutenant St. Clair was promoted to the rank of commander, and Mr. Purcell made Lieutenant.

CAPTURE OF THE "LANGUEDOCIENNE,"
December 4th, 1811.

ON December 4th the boats of the "Sultan" seventy-four, Captain J. West, under the command of Lieutenants Anderson and Woodcock, attacked, boarded and captured off Bastia, the French brig "Languedocienne" of six guns and fifty-three men, and a settee carrying eight guns, with a crew of thirty-one men. One man of the enemy was killed, and several wounded, the casualties of the British were four men wounded.

CAPTURE OF THE XEBEC "MARTINET,"
April 4th, 1812.

THE boats of the thirty-six gun frigate "Maidstone," Captain G. Burdett, under the orders of Lieutenant A. McMeekan, attacked, and captured, off Cape de Gatt, on April 4th, the French privateer xebec "Martinet," with two guns and a crew of fifty-one men. For this service Lieutenant McMeekan was promoted.

Capture of Gun-boats,
September 1st, 1812.

On the night of August 31st, Captain W. Hoste, of the thirty-eight gun frigate "Bacchante," lying off the south west coast of Istria, dispatched five boats containing sixty-two officers and men under the command of Lieutenant D. H. O'Brien,* to cut out some vessels laden with ship timber for the Venetian Government, in Port Lema, near Rovigno. Having boarded and captured two vessels laden with wine at the entrance to the port, Lieutenant O'Brien learned that the vessels of which he was in quest were anchored under the protection of a French xebec, mounting three guns, and two gun-boats. Leaving his prizes in charge of Mr. Langton, midshipman, and six seamen, O'Brien with his remaining fifty-five men pushed on, and captured, without losing a man, seven vessels laden with timber, and the three armed vessels protecting them.† These vessels mounted between them seven guns, with crews of seventy-two men all told.

Capture of Gun-boats at Maestro,
September 17th, 1812.

On the evening of September 16th, Captain C. Rowley in the "Eagle," seventy-four, anchored off Cape Maestro, near

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* Lieutenant O'Brien, afterwards Captain O'Brien, was wrecked in the "Hussar," on the Saints near Brest, in 1804, and was a prisoner in France for nearly five years. After one or two most daring but fruitless attempts to escape, he was at length successful though suffering the greatest privations, in reaching Trieste, from his prison at Bitche, regaining his liberty in 1809. He subsequently published a most interesting narrative of his captivity and adventures.

† On approaching the xebec with muffled oars, Lieutenant O'Brien was hailed by a stentorian voice in the insulting terms—"Come alongside you English b———s." He thanked the speaker for his polite invitation, and assuring him he would be with him immediately; under a discharge of grape from a twelve pounder carronade, and a volley of musketry, sprang on board before the enemy had time to fire their other guns. The Frenchmen dropped their lighted matches and jumped overboard, but some never reached the shore, the captain, who had once been in the English service, among them.

Ancona, and sent his First Lieutenant, A. Cannon with three boats to intercept the coasting trade of the enemy. The next morning Lieutenant Cannon discovered a convoy of twenty-three sail standing towards Goro, protected by two gun-boats. As he advanced to attack them, the vessels, each of which carried a six or eight-pounder, formed in a line, under cover of a four-gun battery, near the beach lined with armed men, with the gun-boats in front. The British pushed on, boarded and carried the largest gun-boat, and turning her guns on the other and the convoy, captured all the vessels but two, with the loss of Lieutenant Cannon, who fell mortally wounded, and died a few days after. Lieutenant T. Festing then took the command, and being unable to man all the prizes, burnt six, and brought out the remaining seventeen, including the two gun-boats. In this gallant affair besides Lieutenant Cannon, the victors had one man killed; one mortally, and three slightly wounded. Lieutenant Festing was promoted to the rank of commander in December, 1826.

Attack on Mittau, Riga.

September 29th, 1812.

In the month of September a flotilla of British and Russian gun boats, with the boats of the "Aboukir" and "Ranger," under the orders of Captains Hew Stuart, and J. Brenton, with Rear Admiral Muller of the Russian Navy, proceeded up the river Aa, in the Gulf of Riga, to assist in repelling an attack by the Prussians, who were allies of the French. They met with no opposition until September 29th, when within five miles of Mittau, they found three booms placed across the river, about half a mile distant from each other. Within pistol shot of the third boom, which was very strong, were three batteries of four guns each. The booms were destroyed, and as the boats came up, the enemy abandoned their works and fled, leaving behind them four twenty-four pounders. The

British boats were always in advance, and the flotilla took possession of Mittau the same day, where large magazines of clothing, grain, some arms and ammunition were found, with about four hundred sick and wounded of the enemy. On the evening of September 30th, after destroying the enemy's works and a bridge, the flotilla returned, having sustained no loss.

Capture of Five Gun-brigs.

January 6th, 1813.

At daybreak on January 6th, the thirty-eight gun frigate "Bacchante," Captain W. Hoste, and eighteen-gun brig "Weasel," Captain J. Black, were lying becalmed near Cape Otranto, at the entrance of the Adriatic, when five vessels were discovered, three steering towards Otranto, and two to the eastward. Signalling to the "Weasel" to chase the vessels to the eastward, Captain Hoste despatched the boats of the "Bacchante" under the orders of Lieutenant D. H. O'Brien, assisted by Lieutenants Hood and Gosling, in pursuit of the vessels making for Otranto. At eight a.m. after two hours chase, Lieutenant O'Brien in the barge, came up with and captured the sternmost gunboat, mounting two guns, a twelve, and six-pounder, fitted on pivots, with a crew of thirty-six men; and leaving Midshipman T. Hoste* with seven men, in charge of the prize, pushed on and captured the two others, which were making every effort to reach the coast of Calabria. The "Weasel" failing to overtake the two gun-vessels she chased, sent two of her boats under the command of Lieutenant Whaley in pursuit, with a boat from the "Bacchante" under Master's mate E. Webb.† The "Bacch-

* Mr. Hoste sent his prisoners below, and fastened the hatches over them. A breeze springing up, he loaded and fired the bow gun of the captured vessel at her flying companions, which contributed much to their surrender.

† Mr. Webb's boat carried a three-pounder in her bow, with a crew of eighteen men.

ante's" boat soon overhauled, and, in face of a determined opposition, captured the rearmost gun boat, carrying two guns with a crew of forty men, and, leaving her to be taken possession of by the boats astern, made after, and carried the remaining vessel. This dashing achievement, was executed without any loss to the victors, though the shot from the gun-vessels splintered the oars in the men's hands as the boats were pulling towards them. The above service, with two other exploits of Lieutenant O'Brien, appeared in the Gazette the same day, and he was immediately promoted to the rank of Commander.

Capture of two Danish Gun-boats,

March 21st, 1813.

In the month of March, the brigs "Blazer" and "Bravdrageren," Lieutenants F. Banks, and T. Devon, were lying at anchor off Cuxhaven, when hearing of the presence of a Danish privateer, Lieutenant Devon volunteered with a boat from each brig, to go up the river Elbe in search of her. At midnight on March 20th, with the gig of the "Brevdrageren" carrying a midshipman and eight men, and the six oared cutter of the "Blazer," containing eleven men under the orders of Mr. W. Dunbar, Lieutenant Devon started on the hazardous service he had undertaken. Having proceeded about thirty miles up the river, at daylight on the 21st, the boats found themselves near two vessels at anchor, which proved to be Danish gun-boats, which immediately hoisted their colours, and opened fire, but the shot luckily passed over the heads of the British. Lieutenant Devon ran his gig alongside in the smoke of the second discharge, and boarded and captured without the loss of a man, the Danish gun-boat "Jonge Troutman," mounting two long eighteen-pounders, and three twelve-pounder carronades, with a crew of twenty-six men. The cutter coming up, the prisoners were secured under the hatches, the cable cut, and sail made after the other

vessel which was steering for Brunsbuttel, about four miles off. The breeze being light, the cutter was also sent in pursuit, which overtook and captured without opposition, the gunboat "Liebe," of the same force as the other. For this gallant exploit Lieutenant Devon received his well merited promotion.

CAPTURE OF THE "WHAMPOA," LETTER OF MARQUE, April 28th, 1813.

THE boats of the thirty-six gun frigate "Orpheus," Captain H. Pigott, on the North American Station, under the command of acting Lieutenant W. T. Dance, on April 28th captured and destroyed the American Letter of Marque "Whampoa," mounting eight guns. In this affair the only man hurt on the side of the British was Lieutenant W. M. Collins, who was mortally wounded. In July of the same year Lieutenant Dance was promoted.

DESTRUCTION OF FORT AND CANNON FOUNDRY—FRENCH TOWN AND HAVRE-DE-GRACE, April and May, 1813.

IN the month of April, Rear-Admiral Cockburn, with a squadron of small vessels resolved to endeavour to cut off the supplies of the Americans, and to destroy their stores and public works, situated on the rivers at the head of Chesapeake Bay. On the evening of April 28th, having with him the brigs "Fantome" and "Mohawk," with the "Dolphin," "Racer," and "Highflyer," tenders, he anchored in the entrance of the Elk river, and with the boats of his small squadron, and those of his flag-ship, the "Marlborough," seventy-four, and of the "Maidstone," "Dragon," and "Statira" frigates, commanded by Lieutenant G. A. Westphal, first of the "Marlborough," proceeded up the river to destroy some military stores at a place called French Town. In the boats were one hundred and fifty-five marines and

artillerymen under Captains M. Wybourn and T. Carter, the whole force being under the command of the Rear-Admiral himself. The next morning the boats arrived within gunshot of French Town, and were fired on by a six-gun battery. The marines landed, and the American militia abandoned the battery and fled into the adjoining woods. The guns of the battery were disabled, and the public stores, with five vessels lying near, were destroyed, but private property was not molested. One man of the Americans was killed, and one of assailants was wounded. On their way back, the boats, on passing a large village called Havre-de-Grace, though out of gunshot, were fired on, which determined the Admiral to make that place his next object of attack. The shallowness of the water not permitting the near approach of the vessels, the marines embarked at midnight, on May 2nd, in the boats, and, after a pull of six miles, at daylight the next morning got opposite the battery, which mounted six guns, and immediately opened a smart fire on the British. The marines pushed for the shore and landed, the Americans deserted their battery and retreated. A cannon foundry near, was then advanced on and destroyed, with five twenty-four pounders mounted for its protection, and thirty other guns ready for use, and in progress of construction. Another division of boats destroyed five vessels and large stores of flour up the Susquehanna. In these operations private property was respected, unless the owners offered armed opposition, and all supplies required by the British were paid for at full value. At Havre-de-Grace, Lieutenant Westphal was slightly wounded, and received his promotion soon afterwards.

Capture of Battery and Vessels at Morgion.
May 2nd, 1813.

On May 2nd a small squadron consisting of the "Repulse," seventy-four, Captain R. H. Mowbray, the "Undaunted," thirty-eight, Captain T. Usher, "Volontaire," thirty-eight,

Captain Hon. G. Waldegrave, and eighteen-gun brig "Redwing," Captain Sir J. G. Sinclair, was cruising off Morgion, between Marseilles and Toulon. Finding that some new batteries had been erected in the vicinity, Captain Mowbray detached one hundred marines of his own ship, with the marines of the "Volontaire" and "Undaunted" under the order of Captain M. Ennis, to attack and destroy them. At the same time, the boats of the squadron, under first Lieutenant J. Shaw,* of the "Volontaire," covered by the launches with caronnades, and the "Redwing," were sent in to bring out some vessels that were in the harbour. The marines landed, drove a body of French troops to the heights in rear of the harbour, and kept them in check, till six laden vessels were brought out, and the batteries were blown up and destroyed. In this service two men were killed, and Lieutenant Shaw and three men wounded.

Destruction of Vessels in the Connecticut River.

April 8th, 1814.

On the evening of April 7th, Captain Hon. T. B. Capel, in the "Hogue," seventy-four, with the "Endymion" and "Maidstone," frigates, and fourteen-gun brig "Boxer," Commander R. Coote, dispatched six boats from his squadron, under the orders of Commander Coote, and Lieutenant H. Pyne, to attempt the capture or destruction of some American vessels, near Pettipague point, about fourteen miles up the Connecticut river. The next day the party reached their destination, and after a skirmish with some militia, captured and destroyed twenty-seven vessels, with some boats and a quantity of naval stores. In the evening the boats dropped

* Three days before, on March 30th, the boats of the "Undaunted," "Volontaire," and "Redwing," under the command of Lieutenant J. Shaw, were sent to attack a convoy in the harbour of Morgion. Early the next morning the party landed, two batteries were taken, and the guns thrown into the sea, or spiked. Eleven vessels laden with oil, &c. were brought out, and others destroyed, with the loss to the victors of one man killed, and four wounded.

down the river, and reached their ships, with no greater loss than two men killed, and two wounded. For his gallantry on this occasion, Commander Coote obtained post rank, and Lieutenant Pyne was made a Commander.

CAPTURE OF "L'AIGLE," May 24th, 1814.

THE boats of the "Elizabeth" seventy-four, Captain E. L. Gower, under the command of Lieutenant M. Roberts, on May 24th boarded and captured L'Aigle, a French National xebec mounting six-guns, a howitzer, and two swivels, with a crew of forty-one men. The prize was lying under the guns of the island of Vide, near the town of Corfu. The captors appear to have sustained no loss, and in the month of September following Lieutenant Roberts was advanced to the rank of Commander.

CAPTURE OF THE "TIGRESS" AND "SCORPION."

September, 3rd and 6th, 1814.

IN the month of August, 1814, two American schooners, the "Tigress" and the "Scorpion," were employed in Lake Huron in blockading a British garrison at the head of the lake. Lieutenant M. Worsley being informed that the vessels were five leagues apart resolved to attempt their capture, and on the evening of September 1st, himself, with a midshipman and eighteen men embarked in one boat, and Lieutenant Bulger of the Royal Newfoundland regiment, and Major Dickson, with a party of seventy-two officers and men, in three others. On September 3rd, having ascertained that the nearest vessel was lying at anchor six miles off, Lieutenant Worsley pushed on, and at nine p.m. came in sight of her. When within a hundred yards of the enemy, the boats were discovered, and a smart fire was opened on them from a twenty-four pounder, with a volley of musketry. Before the smoke cleared away, two boats on each side boarded the vessel, and in five minutes the United States schooner

"Tigress," with a crew of twenty-eight officers and men, was in the possession of the British. The loss of the captors was two men killed, and Lieutenant Bulger, and four or five men wounded. Early next morning the prisoners were removed, and preparations made for an attack on the other schooner which was lying fifteen miles distant. On the fifth she was seen working up to join her consort, the American ensign and pendant being still kept flying on board the captured vessel. In the evening she anchored about ten miles from the "Tigress," which vessel at daybreak on September 6th slipped her cable, and ran down within ten yards of the "Scorpion" before the latter supposed her to be an enemy. The "Tigress" ran alongside, boarded, and after a contest of three minutes, the flag of the "Scorpion" was hauled down. The prize had a long twenty-pounder mounted, and a twelve-pounder in her hold, with a crew of thirty officers and men, of whom two were killed, and two wounded. The British had two men wounded, making a total loss of two men killed, and eight wounded. The captured vessels with their stores, were valued at upwards of £16,000. In July 1815, Lieutenant Worsley was advanced to the rank of commander.

Capture of Five Gun-Vessels and a Sloop, December 14th, 1814.

The British having decided to attack New Orleans, and the head of Lake Borgne being the point selected for the disembarkation of the troops in boats, it was necessary to capture or destroy five American gun-boats, armed with heavy guns, with a sloop and schooner, which were cruising on the lake.* On the night of December 12th, forty-two

* These gun-vessels were from seventy-five to one hundred and twenty-nine tons burden each, and some of them had twice crossed the Atlantic. Four of them carried a long thirty-two pounder, six long six-pounders, two five-inch howitzers, and four swivels. The vessel of the commandant mounted a long twenty-four pounder on a pivot, four twelve-pounder caronnades, and four swivels. The sloop and schooner carried one gun each.

launches, armed with twenty-four, eighteen, and twelve pounder carronades, with three gigs, containing nine hundred and eighty seamen and marines in three divisions; under the orders of Commanders N. Lockyer, H. Montressor, and S. Roberts, pushed off from the "Armide," to attack the enemy.* The next morning the American Commandant, Lieutenant T. Jones, observed the advance of the boats, and detached a schooner to destroy some stores at St. Louis Bay, at which place he supposed the British intended to land. The schooner was unsuccessfully attacked by some of the boats, being moored under the protection of a two-gun battery, but dreading another attack, she was destroyed by her own crew, together with the storehouses. With considerable skill, Lieutenant Jones then moored his five gun-vessels with springs on their cables, and boarding nettings triced up, in a close line athwart a narrow channel, in such a situation that their approach would be most difficult and destructive to any assailant. At about half-past nine on the morning of December 14th, having pulled thirty-six miles against a strong current nearly all the way, and being within long gun shot of the enemy, Commander Lockyer ordered his boats to anchor, to allow his men a little rest and to take their breakfast. An hour later the boats again took to their oars, pulling against a current running at the rate of three miles an hour, and advanced in the face of a heavy fire of round shot and grape from the enemy's flotilla. It was almost noon when the foremost British boat, in which was Commander Lockyer and Lieutenant G. Pratt, got alongside the gunboat bearing the Commodore's pendant. A desperate conflict followed, in which nearly all the assailants were either killed or wounded, among the latter being Commander Lockyer and Lieutenant Pratt (mortally), but the remainder

* The British squadron comprised the following ships—"Tonnant," flag ship, Vice-Admiral Cochrane; "Norge," "Bedford," "Ramillies," "Royal Oak," "Armide," "Sea-horse," "Cydnus," "Trave," "Sophie," "Meteor," "Belle Poule," "Gorgon," "Alceste," "Diomede," and "Weser."

succeeded in boarding the vessel, and, being well supported by the first barge of the "Sea-horse," and the boats of the "Tonnant," commanded by Lieutenant J. B. Tattnall, she was speedily in the possession of the British. The guns of the captured gunboat were immediately turned on the remaining four, and, the second and third divisions of the boats quickly coming up, in five minutes the whole of the American force was taken. The loss of the victors was severe, owing to the heavy fire opened upon them in their slow advance against the current. Three midshipmen and fourteen men were killed, and Commander Lockyer, five lieutenants, ten other officers, and sixty-one men wounded, making a total of seventeen men killed, and seventy-seven wounded. The loss of the Americans was trifling in comparison, six men killed, and thirty-five men, including Lieutenant Jones, wounded. For their gallant conduct on this occasion, Commanders Lockyer, Montressor, and Roberts, were made post-captains, and some of the lieutenants and midshipmen also were promoted.

This closes the list of boat actions for which medals were awarded, but many deeds as daring and successful were performed in the course of the long war, for which the survivors received neither medals nor promotion.

The China Medals, 1840–42–1856–1860.

A General Order was issued at the end of the year 1842, which among other matters announced that—"Her Majesty has been pleased to direct that medals be granted to the officers and men of Her Majesty's and the East India Company's Naval and Military forces, without distinction, who took part in the most prominent events of the war, in commemoration of the success of Her Majesty's arms in China, and in token of Her Majesty's high approbation." The medal, which was supplied by the Indian government,

was designed by Wyon, and bears on the obverse the Queen's head, with the inscription "Victoria Regina," Reverse, a shield bearing the arms of Great Britain resting against a palm tree, with cannon, flags, an anchor, &c., above being the motto—"Armis Exposcere Pacem," and in the exergue, "China" with the date 1842. No clasp issued. Ribbon crimson, with yellow edges. The medal for the second war with China, was granted by a warrant dated March 6th 1861, and is similar to that given for the first war, except that the date 1842 on the reverse is omitted. Ribbon the same. Clasps were issued for "Fatshan 1857," (given to seamen and marines only,) "Canton 1857," "Taku Forts, 1858," "Taku Forts, 1860," "Pekin, 1860."* An additional clasp inscribed "China, 1842" was given to those in possession of the first medal. The name of the recipient, and that of the ship in which he served, is impressed ou the edge of the medal.

First War with China, 1840–42.

In consequence of the arrogant behaviour of Chinese officials, restrictions on trade, and insults to the British Commissioner, Captain Elliot, the two countries drifted into war, and hostilities between England and China commenced in 1839. On November 3rd in that year, the "Volage," twenty-eight, Captain H. Smith, with the eighteen-gun sloop "Hyacinth," Commander Warren, were attacked by a Chinese flotilla of twenty-nine war junks and fire ships, near Cheunpee, which they utterly routed and dispersed with loss. In the month of June 1840, the Chinese made a futile attempt to destroy the "Volage" and other English shipping, lying in the Canton river, with fire junks, and on the 21st of the same month a British squadron consisting of the "Wellesley," seventy-four,

* There was but *one* medal issued for the second Chinese war with *five* clasps, which was given to a Royal Marine artilleryman. When first issued, the ribbon of the medal was blue, yellow, red, white, and green, in stripes, but afterwards changed to crimson and yellow.

IV. OF
ALIFORNIA

MEDAL FOR FIRST CHINESE WAR.

UNIV. OF
CALIFORNIA

Commodore Sir Gordon Bremer, "Conway," twenty-eight, Captain Bethune; "Cruiser," sixteen, Commander Giffard; "Algorine," ten, Lieutenant Mason, the "Atalanta" and "Queen," East India Company's steamers, with seventeen transports, carrying a body of troops, arrived at Macao, and immediately blockaded the port of Canton. The "Alligator," twenty-eight, Captain Kuper, with the "Larne," and "Madagascar," steamer, had arrived a few days before.* Leaving the "Druid," "Volage," "Hyacinth," and "Madagascar," to blockade the Canton river, the Commodore with the other ships and transports proceeded to the north on July 5th, and attacked the island of Chusan. The ships covered the landing of the troops and silenced the batteries, and the next day the whole island with the walled city of Tinghae, was in the possession of the British, who had but one seaman wounded. The same day Rear-Admiral G. Elliot arrived in the "Melville," seventy-four, and assumed the chief command, but owing to severe illness, returned to England in November following. After the capture of Chusan, the Rear-Admiral sailed with the squadron for the Gulf of Pecheli and anchored at the mouth of

* The following ships were engaged in the operations on the Coast of China, in the year 1840. "Melville," seventy-four, Rear-Admiral Hon. G. Elliott, Captain Hon. R. S. Dundas; "Wellesley," seventy-four, Commodore Sir J. G. Bremer, Captain T. Maitland; "Blenheim," seventy-four, Sir H. F. Senhouse; "Druid," forty-four, J. Smith; "Blonde," forty-four, F. Bourchier; "Volage," twenty-eight, G. Elliott; "Conway," twenty-eight, C. D. Bethune; "Alligator," twenty-eight, H. Kuper; "Larne," twenty, J. P. Blake; "Hyacinth," twenty, W. Warren; "Modeste," twenty, H. Eyres; "Pylades," twenty, T. V. Anson; "Nimrod," twenty, C. A. Barlow; "Cruiser," eighteen, H. W. Giffard; "Columbine," eighteen, T. J. Clarke; "Algerine," ten, T. S. Mason; "Rattlesnake," troopship, and the East India Company's steamers—"Queen," "Madagascar," "Atalanta," and "Enterprise." The "Samarang," twenty-six, Captain Scott; "Calliope," twenty-eight, Captain Herbert; "Herald," twenty-eight. Captain Nias, with the "Nemesis," Master W. H. Hall, joined the fleet about the end of the year. The latter vessel, a steamer of the East India Company, commanded by Master W. H. Hall, R. N. (afterwards Rear-Admiral Sir W. H. Hall, K. C. B.) was the first iron steamer that doubled the Cape of Good Hope. Being armed with two thirty-two pounders on pivots, five long six-pounders, and a rocket-tube, and drawing less than five feet of water, this "devil ship" caused more terror and consternation among the Chinese than any vessel of the squadron.

the Peiho, with the intention of opening direct negociations with the Chinese court. In their alarm the Chinese sent a special commissioner to Canton, with ostensible powers to conclude a treaty, and some months were occupied in fruitless negociations, during which time the Chinese erected strong batteries on each side of the Bocca Tigris, the entrance of the Canton river, and believed themselves strong enough to bid the British defiance. The "Queen" flying a flag of truce was fired on by the forts, and all hope of a peaceable settlement having vanished, Sir G. Bremer, who again took the chief command on the departure of Admiral Elliot, on January 7th, 1841, attacked the batteries of Chuenpee, and Tycocktow, at the entrance of the Canton river. The "Calliope," "Hyacinth," and "Larne," with the "Nemesis" and two other steamers, opened fire on the Chuenpee batteries from the sea, and a body of troops and seamen attacking them on the land side, they were speedily captured. At the same time, Captain Scott, with the "Samarang," "Druid," "Modeste," and "Columbine," engaged and silenced the Tycocktow batteries on the opposite side of the river, and then landed a party of seamen who destroyed them. A number of war junks were attacked and destroyed by the "Nemesis," the "Starling" tender, and boats of the "Calliope," in Anson's Bay, * the whole of the operations being effected with the loss of Lieutenant Bower of the "Samarang," killed, and two officers and eight men wounded. This success so intimidated the enemy, that the next day when the ships approached the Bogue forts higher up the river, they hauled down their colours, and

*In the attack on the junks in Anson's bay, the first rocket fired from the "Nemesis" blew up a large junk, and destroyed every man on board. The junks were provided with a novel kind of boarding or rather fishing nets, fastened all round their sides, and triced up over the guns. As the junks were in shallow water, the Chinese expected an attack by boats only, and intended when they came alongside, to throw the nets over them, men and all, and capture them alive, as a poacher catches hares. But the rockets and shot from the "Nemesis," soon made the enemy think of nothing but their own safety, and long before any boats got alongside, the nets and junks were both abandoned, their crews endeavouring to escape to the shore.

the Commissioner Keshen agreed to concede all the demands of the victors. A few days after he signed a preliminary treaty, ceding the island of Hong Kong to the British, and agreeing to pay six million dollars as a war indemnity, and to allow trade to be again established. Hong Kong was given up, and taken possession of, but it soon became evident that hostilities would again be necessary to compel the Chinese to fulfil their other engagements. The British squadron had retired to Hong Kong, and the enemy employed their time in strengthening the Bogue forts, and erecting additional batteries on the islands in the river. A proclamation was posted on the walls of Canton offering a reward of fifty-thousand dollars each for the heads of Captain Elliot, and Sir G. Bremer, who decided on an immediate attack. On February 25th, the "Wellesley," flagship, the "Blenheim," and "Melville" with the "Calliope," "Samarang," "Alligator," "Druid," and "Herald," the "Modeste," "Queen," "Nemesis," and some rocket boats entered the Bocca Tigris, and opened fire on the forts, which the Chinese regarded as impregnable. The Anunghoy batteries on the left side of the river mounted one hundred and seventy-two guns, many being forty-two pounders and some of larger calibre, and on the island of North Wantong was another battery of about one hundred and sixty-seven guns, some being ten inch guns of unusual length. The island of South Wantong left unoccupied by the enemy, had been seized in the night by the British, and a battery erected on it which commanded the works on the northern island. The ships attacked in two divisions, Sir G. Bremer with the "Wellesley" and "Druid" engaged the batteries of Wantong, the "Blenheim," "Melville," and "Queen" with the rocket boats, attacked the batteries of Anunghoy, while the light division under Captain Herbert, consisting of the "Calliope," "Samarang," "Herald," "Alligator," "Modeste," and "Sulphur," directed its attention to the batteries on Wantong, and those facing Anunghoy. The "Nemesis" and

"Madagascar" were engaged in landing and covering the troops. At eleven in the morning the action commenced. The battery on South Wantong poured rockets and shells on the batteries of North Wantong and Anunghoy, which, with the broadsides from the ships, soon almost silenced the fire of the enemy, and Sir H. Senhouse landing with a party of seamen and marines, stormed all the batteries on Anunghoy in succession, and in less than two hours was in possession of the whole island. The batteries on North Wantong were also silenced by the ships, and with the forts were stormed and captured by the troops. Over four hundred pieces of cannon were taken and destroyed, with the loss to the victors of ten men wounded, five of them belonging to the fleet. The line of battle ships being unable to proceed above Wantong, the next morning, Sir G. Bremer, sent Captain Herbert with the "Calliope," "Alligator," "Herald," "Sulphur," "Modeste," "Nemesis" and "Madagascar," up the river to attack the fortifications on the island of Whampoa. A battery of more than fifty heavy guns was disabled by the ships, a flotilla of war junks dispersed, and a large frigate rigged ship bearing the flag of the Chinese Admiral, which formerly as the "Cambridge," had been an East Indiaman, was captured and burnt. A small party of seamen and marines under Captain Herbert, then landed and stormed the battery. Two days after, Sir G. Bremer arrived with reinforcements, and Howqua's fort, a strong work on the Northern end of Whampoa, mounting one hundred guns, was abandoned at his approach. On March 13th, the Macao passage forts were attacked and carried by the "Modeste," "Starling," "Madagascar," and boats of the squadron, under the orders of Captain Herbert. Still fighting their way, the lighter vessels and boats forced all the barriers, and stormed or silenced all the forts on the main stream, till on March 18th, Canton lay at their mercy. The Chinese Commissioner earnestly entreated a suspension of hostilities, which was granted, but the enemy taking advantage of the forbearance of the British to erect new batteries,

and attempting to destroy the British ships lying at anchor in the river by fire rafts, warlike operations were resumed. On May 22nd, forty-three war junks with a large number of fire rafts were attacked and destroyed by the "Nemesis" and boats, and during the days following, the forts and works of the enemy on the river, with an entrenched camp above Canton, were attacked and carried by the squadron, Naval Brigade, and troops. At six o'clock on the morning of May 27th, when the troops under Sir Hugh Gough were ready to storm the City, a flag of truce was hoisted, and the Chinese sued for peace. A treaty was signed, by which the enemy agreed to pay six million dollars to the British Commissioners within a week, as a ransom for Canton, the victors consenting to restore the forts they had captured, and to withdraw their forces to the mouth of the river, till peace was restored between the nations. On August 9th, Sir Henry Pottinger arrived at Macao, to supersede Captain Elliott, who was recalled, and as sole plenipotentiary with authority to settle all disputes. With him came Rear-Admiral Sir W. Parker, who assumed command of the squadron at Hong Kong. In conjunction with Sir H. Gough he at once decided to attack Amoy, and leaving a small squadron at Hong Kong, on the 21st of August, with the "Wellesley," seventy-four, bearing his flag, the "Blenheim," two frigates, six smaller vessels, four steamers, and twenty-one transports, he sailed northwards for that place.

On the 25th the squadron reached Amoy, and found the front of the bay on which the town is situated, covered with granite forts and batteries, two miles in length, mounting over one hundred and fifty guns. In the mouth of the harbour was the island of Kalongsew, the key of the place, also strongly fortified with batteries mounting over seventy guns. The following day the attack commenced, the line of battle ships engaging the long battery, and the smaller vessels the works on Kalongsew. In less than one hour and a half the Chinese were driven from their batteries, and a

body of marines under Captain Ellis, landed and took possession of them, and the whole island, without loss. As the fire from the long battery slackened, the troops landed covered by the "Nemesis" and "Phlegethon," drove the Chinese out of their works, and captured them and the heights above the town. By five in the evening Amoy was in the possession of the British, with the loss of one man killed, and seven wounded. The guns amounting to nearly five hundred, with the batteries, were destroyed, a garrison of about five hundred and fifty men was left in charge of the island of Kalongsew, with the "Druid," "Pylades," and "Algerine," under the command of Captain Smith, as a protecting squadron, while the remainder of the ships and troops proceeded to re-occupy the island of Chusan. Here too the fortifications were found to be greatly increased and strengthened, since the British left the place at the beginning of the year. The sea front was covered with batteries mounting more than ninety guns, but on October 1st the place, with the city of Tinghai, was captured after a heavy cannonade, by the troops and Naval brigade, with trifling loss. A small garrison was left in Chusan, and on October 10th the strongly fortified town of Chinghae, situated on the mainland opposite Chusan, after its defences had been battered by the ships, was carried by storm by the troops, and a party of seamen and marines under Captain Herbert. Three days later the important city of Ningpo surrendered to the British without firing a shot, and Sir H. Gough established his head quarters there for the winter. In March 1842, the Chinese made fruitless attempts to destroy the British ships at Chinhae and Ningpo by fire rafts, and the British learning that these rafts were constructed at Tzekee, a place a few miles further up the river, Commander Morshead with the "Queen," and boats of the "Columbine," was dispatched to search for and destroy them. He discovered about forty in a perfect state of preparation, filled with combustibles and fireballs, and leather caps and fire proof dresses for the men in charge of them. The whole were

scuttled and destroyed. On May 18th the town of Chapoo was captured after a feeble resistance by the enemy, and arrangements were made for an attack on Nankin, the ancient capital of the empire, situated two hundred miles from the mouth of the river Yang-tse-Kiang. Near the point where this river flows into the sea it is joined by the Woosung, at the mouth of which is a village of the same name, and about three miles distant is the town of Paoushan. The Chinese had here erected some very formidable works, consisting of an embankment of great thickness, reaching from Woosung to Paoushan, mounting one hundred and thirty-four guns of large calibre, with stakes driven in along the front to prevent the landing of troops. Opposite Woosung was a large fort built of brick, flanked by a line of embankments and mounting twenty-one guns. At six on the morning of June 16th, the ships proceeded to the attack on Woosung, each sailing vessel being in tow of a steamer. The "Blonde" led the way followed by the flag ship "Cornwallis," seventy-four. Just as the action was beginning, the "North Star," twenty-six, Captain Sir E. Home, arrived, and was immediately towed in, and took her station ahead of the "Blonde." For some time the enemy maintained the contest with unusual resolution, but the fire of the ships dismounted their guns, and caused such havoc among them, that before eight o'clock they abandoned their batteries and retreated. The other forts were cannonaded and captured, and the "Nemesis" and "Phlegethon" attacked and destroyed a flotilla of war junks, some being fitted with paddle wheels, turned by a capstan worked by hand. The troops were then disembarked and marched on Paoushan, which they entered without any opposition. Two days afterwards Shanghai was occupied by the British, and on July the 6th, the fleet, which including transports, numbered over seventy sail, proceeded up the Yang-tse-Kiang. The large city of Chin-Kiang-foo was captured by storm, after a desperate resistance by the Tartars, on July 21st, by the troops,

and on August 14th, the fleet and army were in readiness to attack Nankin. Convinced at last of their inability to oppose the British, the Chinese were anxious for peace, and on August 29th, a treaty was signed on board the "Cornwallis," by which twenty-one million dollars were paid by them as a war indemnity, Canton, Amoy, Ningpo, Shanghai, and Foochow were opened to trade, and the island of Hong Kong ceded in perpetuity to the British.* At the end of the war the fleet in China consisted of the following vessels. "Cornwallis," seventy-four, Vice-Admiral Sir W. Parker, Captain P. Richards; "Blenheim," seventy-four, Rear-Admiral Sir T. Cochrane, Captain Sir T. Herbert; "Vindictive," fifty, J. T. Nicholas; "Blonde," forty-two, T. Bourchier; "Thalia," forty-four, C. Hope; "Endymion," forty-four, Hon. W. F. Grey; "Cambrian," thirty-six, H. D. Chads; "North Star," twenty-six, Sir J. E. Home; "Calliope," twenty-eight, A. L. Kuper; "Herald," twenty-six, J. Nias; "Dido," twenty, Hon. H. Keppel; "Pelican," eighteen, P. Justice; "Modeste," eighteen, R. B. Watson; "Harlequin," eighteen, Hon. F. Hastings; "Columbine," sixteen, W. H. Morshead; "Childers," sixteen, E. P. Halsted; "Clio," sixteen, E. N. Troubridge; "Hazard," sixteen, C. Bell; "Wanderer," sixteen, G. H. Seymour; "Serpent," sixteen, W. Nevil; "Wolverine," sixteen, J. S. Johnson; "Cruiser," sixteen, J. Pearce; "Hebe," four, C. Wood; "Algerine," ten, W. H. Maitland; "Royalist," ten, P. Chetwode; "Starling," schooner, H. Kellett; "Plover," brig, R. Collinson; the steamers "Driver," C. Harner; "Vixen," H. Boyes; and the E. I. Company's steamers "Akbar," J. Pepper; "Auckland," E. Ethersey; "Queen," W. Warden; "Memnon," F. Powell; "Hooghley," B. Ross; "Sesostris," H. A. Ormsby; "Nemesis," W. H. Hall, R.N.; "Proserpine," Commander Hough, R.N.; "Phlegethon," J. M'Cleverty, R.N.; "Pluto,,' J. Tudor, R.N.; and "Medusa," H. Hewitt; the troopships "Apollo," C. Frederick; "Belleisle,"

* For an account of the Military Operations of the war, see "War Medals of the British Army."

J. Kingcome; "Jupiter," G. B. Hoffmeister; "Rattlesnake," J. Sprent; "Alligator," R. Browne; "Sapphire," J. R. Fittock; and the hospital ship "Minden," M. Quin.

The Second War with China, 1856–1860.

The Chinese having seized the lorcha "Arrow," sailing under British colours, at Canton, and committed other acts of agression, England and China were again at war in October, 1856. All remonstrances addressed to the Imperial Commissioner Yeh at Canton, being useless, and failing to obtain any satisfaction, Mr. H. Parkes, the British Consul at Canton, and Sir J. Bowring, Plenipotentiary at Hong Kong, applied to the naval Commander-in-Chief on the station, Rear-Admiral Sir M. Seymour,* to support their demands for redress from the Chinese government. On October 23rd the Admiral stormed the Barrier forts and spiked the guns, and proceeding up the river, drove the Chinese out of the forts below the city, and captured the Dutch Folly, a strong fort mounting fifty guns, situated on a small island, immediately opposite the centre of Canton. Yeh offering a reward of thirty dollars for the head of every Englishman, the wall of the city was breached by the ships, and a party of seamen and marines landing under Commodore Elliot, and Captain Stewart, blew

* The squadron under the command of Sir M. Seymour consisted of the "Calcutta," eighty-four, Rear-Admiral Sir M. Seymour, Captain W. K. Hall; "Winchester," fifty, Captain Wilson; "Sybille," forty, Hon. C. Elliot; "Pique," forty, Sir F. Nicholson; "Hornet," seventeen, C. Forsyth; "Encounter," fourteen, G. W. O'Callaghan; "Comus," fourteen, H. Jenkins; "Racehorse," fourteen, C. Bernard; "Bittern," twelve, W. Bate; "Sampson," six, G. S. Hand; "Barracouta," six, W. Fortescue; "Coromandel," five, Lieutenant Douglas. Soon after the commencement of hostilities the squadron was re-inforced by the "Sanspareil," seventy, A. C. Key; "Nankin," fifty, Hon. R. Stewart; "Amethyst," twenty-six, S. Grenfell; "Esk," twenty-one, Sir R. McClure; "Cruiser," seventeen, Commander Fellowes; "Niger," fifteen, Hon. A. Cochrane; "Elk," thirteen, Commander Hamilton; "Acorn," twelve, Commander Hood; "Inflexible," six, Commander Corbet, and several gunboats.

open one of the gates, and entered the city. The British re-embarking the same day, was regarded as a success gained by the enemy, who made daring but useless attempts to destroy the British ships by fire rafts and infernal machines, some charged with three thousand pounds of powder. Commissioner Yeh continuing obstinate, Sir M. Seymour decided to leave Canton for the present, and to capture and hold possession of the Bogue forts, which would give him complete command of the river, and the trade of the city. The forts had been much strengthened since the last war, and mounted upwards of two hundred guns, but they, as well as the Anunghoy forts, were captured after a very trifling resistance, with the loss to the British of one man killed and four men wounded. Returning to Canton, the Admiral attacked and destroyed a fort called the French Folly, which the Chinese had re-armed, and garrisoned the Dutch Folly in the middle of the river, with one hundred and forty seamen under the command of Commodore Elliot.

This operation was about the last in 1856, and for some months, with the exception of a skirmish or two, but little was done. The force at the disposal of Sir M. Seymour was too small to accomplish much more than to keep the Chinese in check, the "Calcutta," under Captain Hall, being dispatched to protect Hong-Kong, and the Admiral anxiously awaited instructions and re-inforcements. In March, Commodore the Hon. H. Keppel arrived at Singapore in the "Raleigh," fifty, and hearing that Sir M. Seymour was in urgent need of support, he set off in the face of the north-eastern monsoon to join him. On April 14th, when within a few leagues of Hong-Kong, the "Raleigh" ran on a sunken rock and became a complete wreck. No lives were lost, and the Admiral placed the "Bittern" sloop, and the hired steamers "Hong-Kong" and "Sir C. Forbes" under Keppel's orders, with which vessels he proceeded up Canton river.

FATSHAN CREEK, June 1st, 1857.

ON the right bank of the Canton river are several large creeks, the largest being known as Fatshan Creek, from the populous city of that name, which is situated about twelve miles from the entrance. In these creeks the war junks were built and fitted out, the principal flotilla lying in Fatshan Creek, the approaches to which the Chinese, during the early months of 1857, had been carefully fortifying. On May 25th and 27th, the steamers and boats of the squadron, under the orders of Commodore Elliott and Commanders Forsyth and Corbet, attacked and destroyed a large number of junks in Escape Creek and Sawshee Channel, which enabled the Admiral to direct the whole of his lighter force against the main flotilla of the enemy in Fatshan Creek, which consisted of above eighty junks of the largest size, manned by six thousand picked warriors, and armed with heavy guns. The Chinese had chosen their position with judgment. Two miles from the mouth of the creek, on the right bank, rose a steep hill, on which was a battery of nineteen heavy guns. Higher up, on the opposite bank, was another battery, and just beyond it lay fifty junks moored side by side, the thirty-two pounders in their bows commanding the whole stream. At half-past three on the morning of June 1st, Sir M. Seymour, in the "Coromandel," supported by eleven other gunboats, and between fifty and and sixty boats, manned by nearly two thousand men, proceeded to attack the enemy. Rockets were immediately thrown up by the batteries and junks, showing that the Chinese were not to be taken by surprise, and the battery on the hill opened a heavy fire. Three-quarters of a mile from the hill the "Coromandel" grounded, but the Admiral went on board his galley, and with the boats under Commodore Elliott, landed, mounted the hill, and stormed the battery, with trifling loss. Most of the gunboats grounded one after the other, except the "Haughty" and "Plover," but the

boats pushed on, and joined the division under the orders of Commodore Keppel, who had been ordered not to enter the creek till the battery on the hill was captured. The "Haughty" and boats then engaged a flotilla of junks, and in a short space of time the whole were captured and set on fire. In the meanwhile, Commodore Keppel (afterwards Sir H. Keppel, Admiral of the fleet), in the "Hong-Kong," with his division of boats, supported by the "Plover," had attacked the battery and junks on the opposite bank of the creek. The "Hong-Kong" soon ran aground, and the "Plover," to avoid doing the same, was forced to lie to, so the Commodore, in his galley, led on the boats and boarded the largest of the junks, her crew, with those of the others, jumping overboard and escaping to the land. Leaving some of his boats to burn the captured junks, the Commodore pushed on towards another flotilla in the distance, and after a pull of three miles, came in front of an advanced body of nine junks, most of which were aground, and behind them were twenty junks of the largest size, so compactly moored that their heavy bow guns appeared like the broadside of a frigate. As he advanced, the junks opened upon him a fire, the rapidity and precision of which exceeded anything yet experienced in China. Almost every boat was struck; the launch of the "Calcutta" and Keppel's own boat were sunk, Captain Cochrane's gig was disabled, and his sleeve torn from his arm by a grape shot. The boats fell back towards the "Hong-Kong," which was aground, to re-form, while the Chinese, thinking the day their own, furiously beat their gongs and uttered loud yells of triumph. But the tide was now fast flowing, the Admiral sent up a re-inforcement, and the British renewed the attack with such vigour, that in less than twenty minutes the junks slipped their cables and fled up the river. They were pursued, and of the whole fleet but three escaped capture, with the loss to the victors of thirteen men killed and forty men wounded.

An exceedingly graphic and stirring account of the action was

written by the gallant Commodore himself, in a letter to his friends in England, from which the following extract is taken: "When the 'Hong-Kong' grounded, I led on the boats in my gig, but, as the tide was rising, she kept following us as fast as she could. The first division of the Chinese fleet was attacked by about nineteen hundred men, and soon gave way. I did not take up more than a quarter of that number to attack the second division, which was three miles higher up the river, in a well selected place, and evidently the *élite* of their fleet. They numbered exactly twenty, in one compact row, mounting from ten to fourteen guns each, two of them on the stern and bow being heavy thirty-two-pounders. I saw I had all the 'Raleigh's' boats well up, and determined to push on. They fired occasional shots as if to ascertain our exact distance, but did not open their heaviest fire until we were within six hundred yards, and then I soon saw how impossible it would be to force our way until I had reinforcements. We cheered, and tried to get on, when a shot struck my boat quite amidships, cut one man in two, and took off the arm of another. Prince Victor of Hohenlohe, who was with me, jumped forward to bind the man's arm with his neckcloth. While he was doing so, another round shot passed through both sides of the boat, wounding two others of the crew. The boat was filling with water, and I got on one of the seats to keep my legs out of it, just as I stepped up, a third round shot went through both sides of the boat, not more than an inch below the seat on which I was standing. Many of our boats had now got huddled together, the oars of most being shot away. A boat of the 'Calcutta' being nearest, we got in, pulling our wounded men with us. My dog 'Mike,' refused to leave the body of the seaman who had been his favourite, we were obliged to leave him.* I then gave the order to retire on the "Hong Kong," and reform abreast of her. While we were going down a shot cut

* "Mike" managed to reach the shore, and on the return of the boats down the river, swam off to them, and was restored to his master.

away all the oars on one side. I called to Lieutenant Graham to get his boat ready, as I would hoist my broad pennant, and lead the next attack in his boat. I had no sooner spoken, than a shot disabled his boat, wounding him, and killing and wounding four others. I saw Graham one mass of blood, but it was from a marine who stood next to him, and part of whose skull was forced three inches into another man's shoulder. When I reached the 'Hong Kong,' the whole of the enemy's fire seemed to be centred on her. She was hulled twelve times in a few minutes; her deck was covered with the wounded who had been taken on board from the boats. I was looking at them, when a round shot cut down a marine, and he fell among them. From our paddlebox I saw that the heavy firing was bringing up strong reinforcements. The account of my having been obliged to retire had reached them, and they were pulling up like mad. I ordered a bit of blue bunting to be got ready to represent my broad pennant; I called out—'Let us try the row-boats once more, boys,' and went over the side into our cutter. At this moment there arose from the boats, as if every man took it up at the same instant, one of those British cheers so full of meaning, that I knew it was all up with John Chinaman. They might sink twenty boats, but there were thirty others which would go ahead all the faster. On we went. Three more cheers, and then began an exciting chase for seven miles. As our shot told on them they ran ashore, and their crews forsook them. Seventeen were come up with, and captured in this way, three only escaped." At the conclusion of the chase the British found themselves almost in the middle of the city of Fatshan, with shops and trading junks along the banks. The gallant commodore proposed landing, fortifying himself in the city, and demanding a ransom, but was recalled by an order from the Admiral.

Capture of Canton, December 29th, 1857.

Several French missionaries having been murdered by the

Chinese, who treated all demands for redress by the French government with contempt, the British were joined by a French force under Admiral de Genouilly, who in conjunction with Admiral Sir M. Seymour and General Van Straubenzee, resolved upon attacking Canton. A summons was sent to the Chinese Commissioner Yeh, to surrender the city within forty-eight hours, which being disregarded, the "Actæon" and "Phlegethon," with a squadron of English and French gun-boats, proceeded up the river and anchored in three divisions, facing the walls of Canton. A naval brigade of one thousand five hundred and fifty men was formed in three divisions, under the command of Captains Stuart, Key, and Sir R. M'Clure, the commander of the whole being Commodore Elliot. On December the twenty-eighth the ships opened fire on the place, and the troops and naval brigade landing, captured Lin's fort, a strong battery on a hill to the east of the city. The next morning the assault was given, the walls were carried by escalade after a short resistauce, and by nine o'clock Canton was in the possession of the allies. The loss of the captors was about one hundred and thirty men killed and wounded, more than one half belonging to the naval brigade. Among the killed was Captain Bate of the "Actæon" who was shot dead while reconnoitring the walls. A few days after, Commissioner Yeh was captured by Captain Key with a party of seamen, and sent a prisoner on board the "Inflexible." He was eventually sent to Calcutta, where he died in the month of April following. The forts of Canton were blown up, and the fleet proceeded towards Tientsin, and anchored off the mouth of the Peiho.

Capture of the Peiho or Taku Forts.

May 20th, 1858.

Lord Elgin, the British plenipotentiary, on April 24th sent in a statement of his final demands to the Chinese Government, which as usual was treated with evasion and

delay, and the enemy employed the time in strengthening their forts and defences till they considered them to be impregnable. A summons for the surrender of their forts, to be held as a surety till the conclusion of a treaty, receiving no answer, the British and French Admirals decided on an immediate attack. The works were of a very formidable character. On both sides of the river for nearly a mile, earth works and batteries had been erected, commanding every part of the channel, mounting one hundred and forty heavy guns, and several hundred gingals. In the front of all a strong boom was placed, reaching across the river, the sides of which were strongly staked to prevent any attempt at landing. In the rear were several entrenched camps, occupied by picked troops sent from Pekin. Early on the morning of May 20th, the flags of the two Admirals were hoisted on the "Slaney" gunboat, and at ten a.m. the signal was made for attack. Commander Saumarez in the "Cormorant" led the way, and at full speed went for the boom, which was composed of five seven-inch bamboo cables. Her men were lying flat on the deck, no one but her commander and an officer or two being visible, when with a crash she shivered the boom, passed through, and disregarding the fire of the southern forts, engaged those on the northern bank. The "Nimrod," Captain R. Dew, followed, and opened fire on the southern forts, diverting their attention from the "Cormorant." Four French gunboats followed, and for an hour the contest lasted, as the Chinese stood well to their guns. The batteries being nearly silenced, the landing parties in tow of the smaller gunboats pushed for the shore, and having but a few yards to advance, were in the embrasures at once, taking the enemy entirely by surprise. On witnessing the capture of the southern forts, the defenders of the northern forts abandoned them, and the landing parties entered them without any opposition. The "Bustard," "Opossum," and "Staunch," attacked a formidable battery higher up the river, which protected the entrenched camp, but on a landing party taking

it in flank, the enemy fled in disorder. In about two hours from the commencement of the attack the whole of the defences were in the posession of the allies, and the Chinese utterly routed. The casualties of the British were twenty-one men killed and wounded, the loss of the French was sixty-seven men killed and wounded, mostly caused by the explosion of a magazine in one of the forts after its capture. The road to Pekin was open to the victors, and convinced of the futility of further resistance, a treaty was signed by the Chinese Commissioners at Tientsin, on the twenty-sixth of June following, in conformity with the terms proposed by the allies.

TAKU FORTS, August 21st; PEKIN, October 13th, 1860.

THE Chinese refusing to ratify the treaty, and all attempts at negociation having proved useless, recourse was again had to arms. On June 25th, 1859, an unsuccessful attack was made on the forts at the mouth of the Peiho, by a squadron of gun-boats under Rear-Admiral James Hope, which much increased the arrogance of the enemy. The fortifications had been greatly strengthened since their capture by Sir M. Seymour, and were now regarded by the Chinese as impregnable. As early as possible in the next year, a combined British and French expedition, under Sir Hope Grant and General Montauban, sailed from Hong Kong, and on August 1st landed at Pehtang, from whence, on the 12th following, an advance was begun towards the Peiho. Rear-Admiral Hope was in command of the British squadron, and superintended the disembarkation of the troops, who on reaching a place called Tangkoo, were fired on by a battery, supported by a few junks. Being almost beyond the reach of artillery, Captain Willes and Commander Gibson, of the "Chesapeake," fifty-one, crossed the river with a party of seamen in some native boats, stormed the battery, spiked the guns, and burnt the junks, with no more loss than one man wounded. In the capture of the Taku forts on August 21st the Navy took but

a slight part, the gunboats "Woodcock," "Clown," "Drake," and "Janus," only co-operating in the attack on the lower fort, and sustaining no loss. The other operations, ending with the occupation of Pekin, on October 13th, belong to military history, an ample account will be found in "War Medals of the British Army." On October 24th, a final treaty, in ratification of that signed two years before, was concluded at Pekin, by Lord Elgin, and the allied forces returned to Hong-Kong.

THE BURMESE MEDALS, 1824–26, and 1852–53.

On April 14th, 1851, the Governor-General of India announced in a General Order, that the Queen had been graciously pleased to assent to a Medal being granted at the charge of the East India Company, to the surviving officers and soldiers of the Crown, and of the Company, who were engaged in the several services enumerated, including the officers and seamen of the Royal Navy, who took part in the Burmese War of 1824–26. The Medal has on the obverse a diademed head of the Queen, with the words "Victoria Regina." On the reverse is a figure of Victory seated, holding in her right hand an olive branch, and in her left a laurel wreath, a trophy of Indian arms, and a palm tree being in the background. Above is the inscription "To the Army of India," and in the exergue the dates "1799–1826." Ribbon, light blue. A clasp was given with the Medal, inscribed "Ava."

A General Order dated January 23rd, 1854, stated that the Queen had been pleased to sanction the issue of a Medal for the purpose of commemorating the services rendered during the operations against the Burmese (1852–3). This Medal with a Clasp inscribed "Pegu," was given to all officers and men of the Army and Navy who took part in the war. It has on the obverse the diademed head of the Queen, with the words "Victoria Regina." On the reverse is a figure of

IV. OF
LIFORNIA.

MEDAL FOR SECOND BURMESE WAR.

UNIV. OF
CALIFORNIA

Victory crowning a seated warrior with a laurel wreath. In the exergue is a lotus flower. Ribbon, crimson with two blue stripes. The name of the recipient and his ship, are indented on the edge of the medal. After the war with Persia in 1856–7, this Medal was designated the "Indian General Service Medal," and has been given as a reward for the numerous expeditions against the tribes on the frontiers of India, and in the territories adjoining. It was granted to the Naval forces engaged in the expedition against Perak, 1875–6.

THE FIRST WAR WITH BURMAH, 1824–26.

THROUGH repeated acts of aggression on the part of the Burmese, and inroads on the frontiers of India, war was declared by the Indian Government against Burmah in 1824. Commodore C. Grant was in command of the Naval forces in India, and he at once despatched Captain Marryatt in the "Larne" twenty, with the "Sophie" eighteen-gun sloop, Captain F. Ryves, to co-operate with the troops under the command of General Sir A. Campbell. At the instance of Captain Marryatt the "Diana" steamer was purchased at Calcutta, and employed in the expedition, in which she was of the greatest service, though she carried no guns, and was armed only by soldiers and marines. She was the first steam vessel ever employed in warfare, and her novel appearance and movements astonished the Burmese. The forces assembled, sailed from Port Cornwallis in the Andaman Islands, with the "Liffey," fifty, Commodore Grant, "Slaney," twenty, C. Mitchell, "Larne," twenty, F. Marryatt, "Sophie," eighteen, F. Ryves, four of the Company's cruisers, under the command of Captain H. Hardy, the "Diana," and a large number of small vessels, and lugger rigged boats. On May 10th the ships anchored at the mouth of the Rangoon river, and after a few broadsides from the "Liffey" and "Larne," Rangoon was taken possession of by the British, without the loss of a

man. Some little time elapsed before the troops were able to advance, but on June 10th Kemmendine was assaulted and taken, and at the end of October, Martaban was captured. Commodore Grant being seized with a sickness which proved mortal, was succeeded in his command by Captain Marryatt, who sent his first lieutenant Frazer, up the river, with the "Satellite," ten, two Company's cruisers, the "Teignmouth," Captain Hardy, the "Thetis," Lieutenant Green, and the smaller vessels of the squadron, which greatly assisted the troops by breaching the stockades and capturing the war boats of the enemy. The Burmese made several abortive attempts to destroy the British ships by fire rafts, which they sent down the river by night, on one occasion the boats of the squadron towing no less than fifty-three of them, made of timber and old canoes, saturated with tar and petroleum, flaming furiously, clear of the shipping. The British suffered much from dysentery and cholera, twenty-seven of the original crew were all that were left on board the "Larne," and the ship was ordered to Penang for the recovery of the sick. Captain Coe then took command of the "Liffey," and transferred Captain Marryatt to the "Tees," twenty-six, and the "Arachne," eighteen, arriving, her commander, H. D. Chads took Marryatt's place as commander of the river Flotilla. The "Arachne" drew too much water to be very serviceable, but Commander Chads embarked some of his men in the "Satellite," and in her, with the "Diana," another vessel, and twenty-five gun boats, proceeded up the river, both sides of which were fringed with stockades, and in many places staked. The "Satellite" often grounded, but the "Diana" got her off the shoals and towed her abreast of the stockades, which she battered to pieces, and contributed materially to the capture of Martaban.*

The enemy made strenuous efforts to re-capture Kemmen-

* The naval portion of the force which actually captured Martaban, was commanded by Lieutenant Keele of the "Arachne," and consisted of thirteen gun vessels, one mortar boat, and an armed transport.

dine, the post being advantageously situated for launching their fire rafts down the river among the shipping. In November, their best General Bandoolah, with a vast army, and a most formidable array of war boats and fire rafts advanced to the attack. In the absence of Captain Chads, who had gone up the Pegu river, Captain Ryves of the "Sophie" was in command, but his carronades were no match for the long nine-pounders which the boats of the Burmese carried, and which enabled them to batter the British vessels at a distance beyond the range of their shot in reply. The boats of the squadron were manned, and placed under the orders of Lieutenant Kellett, who leaving the "Arachne" soon after midnight, surprised the enemy at daybreak, and before his unexpected and close attack they fled in disorder. The greater part escaped, but seven boats were captured, one of which was ninety-six feet in length, and carried a crew of seventy-six oarsmen besides warriors. This repulse but incited the Burmese to still greater efforts, and on December 1st, a very determined attack was made on Kemmendine. Several unsuccessful attacks had been made during the day, but when darkness set in another desperate effort was made. The sky and the surrounding country were brilliantly illuminated by the flames of many tremendous war rafts, which came down with the ebb tide, and seemed almost to fill the river. Behind them was a flotilla of two-hundred war boats, ready to take advantage of the confusion to attack the British shipping, but the skill of the seamen were more than a match for the devices of the enemy. Manning their boats, they grappled the flaming rafts, and towed them past the ships, or ran them ashore on the muddy banks of the river, where they were consumed harmlessly*. Lieutenant Kellett in the

* The fire rafts were most ingeniously contrived, and constructed of bamboos firmly put together. Between every two or three rows of the bamboos was a line of large earthen jars, filled with petroleum and cotton. Brimstone, tar, and other inflammable ingredients were distributed in different parts of the rafts, producing flames of almost unextinguishable fierceness. Many of the rafts were more than a

"Diana," poured rounds of grape and musketry into the war boats, which retreated with precipitation, and Captain Chads sending up the boats of the "Arachne," which opened fire on the flank of the enemy, their attack on the land side was defeated with heavy loss. Many of the war boats were captured, and with a floating stockade were destroyed. About the close of the year, Lieutenant Kellett in the "Diana" and some boats, went up the Panlang branch of the river, and attacked a flotilla of war boats, capturing three of the largest, carrying nine and six pounders, and about forty others, laden with ammunition and stores for the Burmese army. In January 1825, Captain Chads was succeeded in his command by Captain Alexander of the "Alligator," twenty-eight, who transferred the crews of the larger vessels which were not able to proceed far up the stream, to the boats, and with the "Satellite," "Diana," and some mortar and gunboats, the flotilla advanced up the river towards Ava.

The army also marched towards the capital, keeping near the bank of the river to avail itself of the support of the flotilla which protected its flank, and destroyed the war boats and stockades of the enemy. On April 2nd, the strongly fortified town of Donabew was taken possession of by the British. In an attack on the preceding day, the Burmese General, Bandoolah was killed, and the garrison fled panic stricken during the night. On April 24th, the combined forces reached Prome, which place surrendered without firing a shot. It was very strongly fortified, over one hundred guns being mounted in the different stockades. In the mean time the "Larne," Captain Marryatt, with the "Mercury," cruiser, and a body of troops under Major Sale, had proceeded up another branch of the river and attacked Bassein, which

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hundred feet in length, and divided in pieces attached to each other by a sort of hinge, so arranged, that when they caught upon the cable, or the bow of a ship, they might double on each side of her, and ensure her destruction, as she would instantly be enveloped in flames from the deck almost to the mast head.

place, after a few broadsides from the ships, was captured on February 24th. In September, Commodore Sir J. Brisbane, who had been appointed to succeed Commodore Grant in command of H. M's. ships in India, arrived at Prome, with the boats, and greater part of the crew of the "Boadicea," frigate. At the close of the rainy season, the enemy made some proposals for peace, but before the end of November the negociations were broken off, and an army of fifty thousand men advanced to attack Prome. Captain F. Studdert, with the "Champion," sloop, having arrived at Rangoon, was appointed to the command of a line of gun-boats and armed vessels, to keep open the communications that place and Prome. On December 1st and 2nd, the combined forces of the British attacked and completely defeated the Burmese army, the flotilla under the command of Captain Chads capturing nearly three hundred boats laden with stores. At the end of the month, the enemy again made overtures for peace, and a treaty was signed at Melloon, January 3rd, 1826, but their only object being to gain time, in less than three weeks after the war was renewed. The Burmese having rallied at Melloon, on January 19th, the troops under Sir A. Campbell, actively supported by the flotilla under Captain Chads, (Sir J. Brisbane being sick and returning to Penang) carried the place by storm in a few hours, with trifling loss. The army advanced to Yandaboo, only forty-five miles from Ava, and convinced at last of his utter inability to resist the invaders, the King sent ambassadors to sue for peace, and agreed to the terms dictated by the British General. On July 24th, 1826, a definitive treaty of peace was signed, by which the "golden footed" monarch ceded one-third of his dominions to the East India Company, and paid a million sterling as an indemnification for the expenses of the war. The first instalment of two hundred and fifty thousand pounds was taken to Calcutta by Captain Chads in the "Alligator."

The Second War with Burmah, 1852—53.

In the year 1851, British traders began to complain that the provisions of the treaty of 1826 were systematically violated by the Burmese, and that they were subjected to insults, imprisonment, and other injuries by the Governor of Rangoon, for which they could obtain no redress. After an ineffectual attempt at negociation by the Indian Government, war was declared against Burmah, on April 2nd, 1852. An army of about six thousand men under Major General Godwin, was despatched to the Irrawaddy, accompanied by a small squadron under the command of Commodore G. Lambert, in the "Fox," forty; consisting of the "Serpent" sixteen, Commander Luard; "Rattler" eleven, Commander Mellersh; "Hermes" six, Commander Fishbourne; "Salamander" six Commander Ellman, and a gunboat. With these were thirteen vessels of the East India Company*. Rear-Admiral Austin, Commander-in-Chief on the India Station, accompanied the expedition, hoisting his flag in the "Rattler," and superintended the naval operations till Martaban and Rangoon were in the possession of the British. On April 5th the ships attacked Martaban with such effect, that the troops captured the place with but feeble resistance on the part of the garrison. Rangoon was attacked on April 11th. The "Feroze," "Moozuffer" and "Sesostris" commenced the bombardment, and blew up a magazine, when the "Fox" and "Rattler" came up, and by their broadsides silenced and destroyed the stockades on the banks of the river. Commander Tarleton of the "Fox," then landed with a party of seamen and marines, and captured the stockades one after the another, spiking the guns, and destroying their ammunition. A Naval brigade of one hundred and twenty men, under the command of First

* The Company's ships were—the "Feroze," seven; "Moozuffer," seven; "Zenobia," six; "Medusa," five; "Sesostris," four; "Berenice," one; "Pluto," seven; "Tenasserim," six; "Phlegethon," six; "Proserpine," six; "Mahanuddy," four; "Enterprise," two, and "Fire Queen," two.

Lieutenant Dorville of the "Fox," served on shore with the troops, and constructed and worked a battery of heavy guns. On the 14th of April, Rangoon was stormed, the casualties in the fleet being seventeen men killed and wounded. In May, General Godwin and Commodore Lambert, with four of the Company's Steamers, having on board about eight hundred men, proceeded to attack Bassein, one of the three chief ports of Burmah. On the 19th of May the ships anchored in front of the city, and opened fire on the stockades, the troops landing under cover of their guns. Before evening the place was in possession of the British, and leaving a small garrison, the remainder of the expedition returned to Rangoon. At the beginning of July, Commander Tarleton was sent up the Irrawaddy with a small squadron to attack Prome. He found the place defenceless, and took possession of it, but having with him no force to leave as a garrison, the next day he returned down the river. In the main stream he met with the Burmese army crossing the river, on which he opened fire with shot and shell. Between forty and fifty boats were captured and destroyed, and the General's state barge, with a standard, and two golden umbrellas fell into the hands of the British. Early in October Prome was again captured, after a trifling resistance, by which four men were wounded, and occupied by the troops. Captain G. Loch of the "Winchester" fifty, destroyed a number of stockades in the neighbourhood, which had been constructed as rallying points for the Burmese army. One, a short distance below the city, occupied a very strong position on a height called Akonktoung, beyond the reach of ships in the river, and was armed with five guns, and a garrison of nearly four hundred men. Captain Loch with a party of eighty men, covered by the fire of the "Medusa," Lieutenant Fraser, landed, clambered up the hill by a path overgrown with jungle, and pouring in a volley on the surprised Burmese, they fled in confusion, and the battery was taken and destroyed. Pegu had been captured in June preceding, but after destroying the fortifications, the British

returned to Rangoon. The enemy then re-entered, and began fortifying the city. On November 21st a combined force drove out the Burmese with small loss, and re-occupied the place. The regular troops of the enemy were disheartened, and the natives were generally favourable to the British, but the chiefs of some of the half independent tribes still kept up the war, burning the villages, and devastating the country. One of these chieftains called Myat-toon, took possession of a post near Donabew, which commanded the chief branch of the river. In consequence of his depredations, a force of three hundred men of the Bengal Native Infantry, with nearly the same number of seamen and marines from the "Fox," "Winchester," and "Sphinx," were sent under the command of Captain G. Loch to dislodge him. On February 2nd, 1853, the British landed without opposition, and the next morning marched against the enemy, through a jungle of stunted trees and brushwood. The following day they reached a deep and broad creek, on the opposite side of which the enemy occupied a strongly entrenched position. The path was narrow, and blocked by an abattis of sharp pointed bamboos, making it impossible for more than three men to march abreast. The field guns were in the rear, and as the assailants approached the bank of the creek, a murderous fire was opened upon them by the Burmese, secure behind their breastworks. Lieutenant Kennedy of the "Winchester," and Captain Price of the 67th Bengal Infantry were shot dead, and Captain Loch after two ineffectual attempts to cross the creek, fell mortally wounded. Nearly sixty men had fallen, when Commander Lambert who had succeeded to the command, reluctantly gave the order to retreat. The guns were spiked and abandoned, and the survivors, unmolested by the enemy, returned to Donabew, and embarked in their boats. A month afterwards, another expedition under General Sir J. Cheape, after a hot contest of four hours, stormed and destroyed the stronghold of the robber chieftain. In the month of June following, the war was ended by mutual agreement, without a formal treaty.

The province of Pegu was annexed to the territories of the East India Company, and the Irrawaddy opened to British trade.

THIRD BURMESE WAR & ANNEXATION OF BURMAH, 1885–87.

FOR many years after the termination of the War with Burmah in 1853, peace was maintained between the Burmese and the Indian Government, but in 1885 the relations between the two countries were very unsatisfactory, by reason of the high-handed proceedings of Thebaw the despotic King of Burmah. He extorted money on different pretences from the "Bombay and Burmah Trading Company," and when the Agents of the Company refused to pay the blackmail demanded from them, they were harassed and plundered, and at last fired upon by some of the King's troops. Remonstrances proving to be useless, an ultimatum was forwarded to the King, embodying the demands of the Indian Government, one being, that a British Agent should reside at Mandalay. This was refused, Thebaw declared war, and announced his intention of conquering and annexing the country of the "barbarians." An expedition was despatched to Burmah under the command of General Prendagast, who reached Thayetmyo November 14th, 1885, and issued a proclamation to the Burmese declaring the dethronement of Thebaw. The first hostile act was the capture of one of the King's war vessels by two armed launches from H. M. S. "Turquoise," after a smart encounter. A Naval Brigade was formed, commanded by Captain R. Woodward of the "Turquoise," and on November 19th, Rear-Admiral Sir F. Richards arrived at Rangoon in the "Bacchante," fourteen, and assumed command of the Naval operations. A strong position on the left bank of the Irrawaddy, was shelled by the "Woodlark," with such effect that the British troops found it deserted and entered it unopposed, and a few days afterwards the Naval Brigade under Captain Clutterbuck captured another Burmese position at Mayangyan. On the 27th of November King Thebaw announced his unconditional surrender to the British General,

and the garrison of Ava laid down their arms. The next day Mandalay was occupied without opposition, the King was put on board a steamer and sent to Rangoon, and soon afterwards to India. In the subsequent operations the Navy took very little part, and on January 1st, 1886 Lord Dufferin, Viceroy of India, announced the annexation of Upper Burmah to the British Empire. The squadron under the command of Rear-Admiral Sir F.W. Richards consisted of the "Bacchante," fourteen, flagship; "Briton," fourteen, Captain R. M. Lloyd; "Turquoise," twelve, Captain R. Woodward; and the "Kingfisher," "Mariner," "Osprey," "Penguin," "Ranger," "Reindeer,' "Sphinx," and "Woodlark," sloops.

Perak, November, 1875, March, 1876.

Perak is situated on the west side of the Malay Peninsula. A civil war arising between claimants to the succession as Sultan, in 1875, Colonel Sir W. D. Jervois, Governor of the Straits Settlements, accepted a surrender of the sovereignty from Ismail, one of the claimants, and appointed Mr. W. J. Birch as British Resident in Perak. For some time matters went well, but in November, Ismail, weary of the restraint of the resident, and intending to seize the throne for himself, attacked the Residency at the head of a band of marauders, tore down the British flag, murdered Mr. Birch, and shamefully multilated his body. On the news of this outrage reaching Singapore, troops under General Colborne were sent to Perak, quickly followed by the corvette "Modeste," and the gun-boats "Thistle," "Fly," and "Ringdove," from the China station. Commander Stirling of the "Thistle," with every available man of his ship and of the "Fly," entered the Perak river in November, 1875 and took possession of the Residency, and having fitted some native boats with field pieces and rockets, moved further up the river, and attacked and demolished the stockades of the enemy, capturing six guns, and recovering Mr. Birch's books and papers. With the Naval Brigade were about three hundred Ghoorkas, a small

party of the 10th Foot, and some Artillery. The Perak river was blockaded by Commander Bruce, and an advance made by three columns into the Malay territory. A Naval Brigade under Captain Singleton of the "Ringdove," co-operated with the troops under General Colborne on the Perak river, another under Commander Garforth of the "Philomel," was joined with General Ross and the Larut field force, and a third under Commander Stirling, co-operated with Colonel Hill, in Sunghir Ujong, and in the Sunghir and Lakut rivers.* On January 4th, 1876, General Ross attacked and stormed Kotah Lama, the stronghold of the most turbulent of the natives. On the 19th, Ismael was attacked and defeated with heavy loss, and after enduring much misery in the jungle, surrendered on March 22nd, and was sent a prisoner to Singapore. General Colborne highly praised the services of the officers and men of the Naval Brigade, who, as oars were useless in the muddy streams, were occupied day after day in poling boats laden with guns and stores, against currents that often ran at the rate of four miles an hour, under a broiling sun, through a steaming pestiferous jungle. The men were sometimes for many days without bread, and lived on tinned meat, varied occasionally by the flesh of a wild buffalo. They were drenched by torrents of rain, and often marched through ooze and water waist deep. In the advance to Kinta they toiled through a jungle so dense that not a vestige of the sun was visible overhead, and for ten days they were without cover of any kind, and slept on the damp ground. As Vice Admiral Ryder, Commander-in-chief on the station, wrote on his dispatch "The rapidity of the successes of the various expeditions, was owing mainly to the special and professional aid given by the Naval Brigades as rocket and gun parties, and in fitting and managing the country boats, which alone could be used."

* The officers and men of H.M.S. "Egeria," four, and the officers and crew of the "Charybdis" and "Hart," gun vessels, also received the Medal and clasp for the part they took in the operations up the Lingie and Lakut rivers.

THE NEW ZEALAND MEDAL.

THIS medal was granted by a General Order, March 1st, 1869, to the officers and men of the Army and Navy who had been engaged in the two wars in New Zealand, during the years 1845—47 and 1860—66. On the obverse is the Queen's head, crowned and veiled, with the inscription "Victoria, D.G. Britt. Reg. F.D.," reverse, a laurel wreath within which is engraved the dates of the services of the recipient, with the words "New Zealand" above, and "Virtutis Honor," below. No clasp issued. Ribbon, dark blue, with a broad red stripe in the centre. The recipient's name and ship, are indented on the edge of the medal. Some of the medals were issued without dates on the reverse, but most with dates varying from 1845 to 1847, and from 1860 to 1866.

THE FIRST NEW ZEALAND WAR, 1845—47.

THE New Zealand wars arose principally through disputes with the natives concerning the sale and possession of land. All the members of each tribe regarded the land they occupied as their hereditary property, and if the consent of the whole tribe was not given to its sale and transfer, they looked upon the proceedings as invalid and worthless. In 1844, a powerful chief called Hone Heke, grew discontented with the customs duties, the high prices of tobacco and blankets, and the absence of the whaling ships at the town of Kororareka (now Russell,) near to which he resided. Considering that the British flag which was flying on the hill above the place represented the power which fettered the trade, and kept away the whalers, Heke, on July 8th, 1844, assembled his men, danced the war dance, cut down and burnt the flag-staff, and plundered, and held possession of the town for several days. H.M.S. "Hazard," eighteen, Captain Robertson, with a party of the 96th Regiment presently arrived off Kororareka, the flag-staff was re-erected, and troops stationed to guard it,

V. OF
FORNIA

The New Zealand Medal.

UNIV. OF
CALIFORNIA

As Heke threatened the flag-staff should not remain, Captain Robertson landed with a gun and a few men, a blockhouse was erected and the place put in a state of defence. At daybreak on March 11th, the handful of men guarding the flag-staff were surprised and over powered by Heke and his followers, and the staff again cut down. At the same time Captain Robertson was attacked by about two hundred natives, under a chief called Kawiti, and after a smart skirmish, was compelled to spike his gun, and fall back to a fortified house near the beach. Aided by the guns of the "Hazard," the troops and inhabitants for three hours repelled the attacks of the natives, when unfortunately their magazine exploded. During a truce, which was asked by the enemy to carry off their killed and wounded, it was resolved to abandon the settlement, and the soldiers with all the inhabitants, embarked on board the "Hazard," and a few other ships which were lying in the bay, and sailed for Auckland. The town was then again plundered and burnt by the natives.

Reinforcements arrived from Australia, and troops were dispatched to Kororareka, where they landed without opposition, re-hoisted the British flag and proclaimed martial law. Heke having fortified himself at a place called Okaihau, about eighteen miles inland, a force consisting of the 58th Regiment, a detachment of the 96th Regiment, and a party of seamen from the "Hazard," and "North Star," twenty-six, Captain Sir J. E. Home, in all about four hundred men, under the command of Colonel Hulme, with about the same number of native allies, set out to attack him. It took four days to reach the pah, or fortification, during which time the rain fell in torrents, and being without tents, two-thirds of the ammunition, and all the biscuits carried by the men were unfit for use on arriving at Okaihau. The pah was found to be impregnable in the absence of artillery, and after a fruitless assault, and repulse of a sally made by the natives, the British returned to their ships, with a loss of thirteen men killed and thirty-nine wounded. More troops arriving from

Australia, another expedition was dispatched against Heke, who occupied a strong position at Oheawai, a place nineteen miles inland from the Bay of Islands. With the troops were a party of men from the "Hazard," and eighty volunteers from Auckland, the whole numbering six hundred and thirty men, with four guns, and about two hundred and fifty natives; commanded by Colonel Despard, of the 99th Regiment. On June 23rd the force reached Oheawai, a pah ninety yards long, and fifty wide, with projecting flanks; surrounded by three rows of palisades, between was a ditch five feet deep, with traverses and loopholes. The guns were useless against the stockades, though at last fired at a range of eighty yards, but Commander Johnstone of the "Hazard" bringing up a thirty-two pounder, two breaches were made, and Colonel Despard ordered an assault. The assault was made on July 1st by one hundred and sixty soldiers under Major Bridge, and forty seamen and volunteers under Lieutenant Phillpotts of the "Hazard," who strove in the face of a heavy fire to enter the place, but the inner palisade being unbroken, the party was repulsed, with two officers, and half their number killed and wounded. The officers killed were Captain Grant of the 58th and Lieutenant Philpotts,* R.N., son of the Bishop of Exeter. On the night of June 10th as the troops were preparing for another assault, the enemy abandoned their position, which was taken and destroyed by the British. For some time after this, no active operations were undertaken, till Captain, (afterwards Sir G. Grey,) was appointed Governor in November, who gave the two Chiefs Heke and Kawiti a fixed time to decide for peace or war, and this period expiring without any satisfactory answer from

* Lieutenant Philpotts having been some time on the station in the "Hazard," was well known and respected by Heke and the natives. As he was endeavouring to hew down the palisades with an axe at the head of his men, the defenders called to him several times and bade him go away, or they should shoot him. To this he paid no attention, and fell. His body being left in the possession of the Maories, was by them partly cooked and eaten.

either of them, Colonel Despard was ordered to renew hostilities. The Maories being in want of food, divided their force, Heke remaining in a position he had fortified at Ikorangi, while Kawiti fortified and garrisoned a place called Ruapekapeka, on the side of a hill in the midst of a forest. On December 15th, H. M. S. "Castor," thirty-six, Captain C. Graham, arrived on the coast and sent one hundred of her men up the country to join the expedition, and on the 20th following the E. I. C's sloop "Elphinstone," eighteen, Commander Young, anchored in the bay, and sent a party of forty seamen to join Colonel Despard. The whole European force amounted to about one thousand two hundred men, comprising the 58th Regiment, with detachments of the 99th Regiment, Royal Artillery, E. I. C's Artillery, marines and volunteers, with a Naval Brigade of three hundred and twenty men, from H.M.S. ships,* "North Star," "Castor," "Racehorse," "Osprey" and the E. I. C's sloop "Elphinstone," under the command of Commander Hay of the "Racehorse." The ordnance consisted of three thirty-two pounders, one eighteen pounder, two twelve pounder howitzers, one six pounder, four four and a half inch mortars, and two rocket tubes. There were also four hundred and fifty native allies under their Chiefs Waka, Repa, and Macquarrie.

On December 22nd, a division of five hundred men, including one hundred and fifty seamen, with three guns, took up a position blocking Heke's approach to Kawiti's pah, while the main body of the force, seven hundred strong, encamped at about three quarters of a mile from Ruapekapeka. Great difficulty was experienced in transporting the heavy guns,†

* The crews of the steam sloops "Inflexible" and "Driver," also were engaged in some of the operations during the war.

† The thirty-two pounders were hauled over hill and dale eighteen miles, through the bush, in native canoes welded round with strong iron bands, by the seamen and marines to the sound of fife and drum. The bravery of the Maories was undeniable, and their conduct in irregular warfare magnanimous in the extreme. As the British pioneers were cutting passages through the bush for the guns, the native sentries,

the country being a succession of hills, many of them very steep. The path through the woods was very narrow, and on both sides covered thickly with ferns, two and three feet in height, mixed with a species of brushwood, six and seven feet high. It frequently required fifty or sixty men, in addition to eight bullocks to each gun, to get it up the hills and through the jungle. The natives had improved in the art of fortification, Ruapekapeka being found to be a much stronger place than Oheawai. The pah measured about one hundred and twenty yards by seventy, well flanked at the sides and angles, surrounded by two rows of palisades, three feet apart, made of timber twelve to twenty inches in diameter, and fifteen feet high. Inside the palisades was a ditch, with traverses, and the earth thrown up behind to form an inner parapet. On December 31st the British opened fire from all their guns in position, and continued it to January 2nd, when the enemy made a sortie, which was repulsed. On the 10th, two breaches were made in the stockade, and the defenders losing heart, began to retire into the surrounding wood. Next morning, some of the native allies finding the pah almost deserted, crept up to the breaches, and supported by a detachment of the 58th regiment, rushed into the place, which after a trifling resistance was taken and destroyed, the loss of the British being thirteen men killed, and thirty wounded. This virtually finished the war. A few days after, Kawiti, and Heke wrote to the Governor sueing for peace, which was granted to them, and the contest was at an end. For their services in this war, Captains Sir E. Home, and C. Graham, R.N., were made Commanders of the Order of the Bath.

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many of whom spoke English, would call out "you may come so far, but if one step beyond, we shall fire on you." Occasionally as if for amusement, they would hang up a blanket about fifty yards from their pah, and would invite our native allies to take it down if they dared. A brisk passage of arms would generally follow, resulting after a large expenditure of ammunition on both sides, in one or two being killed, and about half a dozen or so wounded.

The Second New Zealand War, 1860–66.

After a long period of quietness, a long and desultory war broke out in New Zealand, lasting, with an interval of peace for many months, nearly five years. It arose as before, from disputes with the natives concerning the sale and possession of land. In 1860 the transfer of land to the settlers provoked the Maories of Taranaki to appeal to arms in defence of what they imagined to be their rights, and the conflict eventually spread over the greater part of the North Island. At the beginning of the struggle the British troops in New Zealand were but few in number, and till reinforcements arrived it was as much as they could do to maintain their ground. After some skirmishes, an attack on the Natives at Taranaki was repulsed with heavy loss of the assailants, but troops arrived from Australia, and General Pratt defeated the enemy at Mahoetaki on November 6th, 1860. After more skirmishes and military operations, peace was re-established on March 19th, 1861, but it proved to be only a lengthened truce. Hostilities were resumed in May, 1863 by an attack made by the natives on a military escort, and the province of Auckland again became the seat of war. Several skirmishes and military actions followed, but the Navy took little part in the conflict till November 20th, when an attack was made on a strong pah the enemy had erected on an eminence at Rangariri, near the Waikato River. After a bombardment of an hour and a half, the position was attacked by a force of about one hundred men, regular troops, artillery men, seamen, and militia, commanded by General Cameron. The outer works and rifle pits were soon carried, but the stormers finding stronger defences in front of them, hesitated, and then fell back before the fire of the enemy. The militia, though encouraged by their officers, who placed themselves in the front, remained immoveable, but the small body of Royal Artillery, about fifty all told, armed with swords and revolvers, headed by their Colonel, Mercer, rushed forward, and gained the parapet of the pah,

when their gallant leader fell mortally wounded, and his handful of brave gunners were repulsed. Two or three of his men who attempted to bring him off were shot down, when Surgeon W. Temple went to his assistance, and dressed his wound under a shower of bullets. His noble conduct being witnessed by General Cameron, Surgeon Temple received the Victoria Cross. A body of seamen from H.M.S. "Eclipse," commanded by Commander Mayne, then endeavoured to carry the position but were repulsed, and an attempt made to dislodge the enemy by means of hand grenades also failed. But the Maories were disheartened, and at dawn the next day they surrendered. One hundred and eighty were taken prisoners in the pah, and forty-five were found dead. The loss of the assailants was one hundred and thirty-five officers and men killed and wounded. In the early part of 1864, the enemy erected a very strong pah at Tauranga. It was built on the highest part of a narrow neck of land, well palisaded, and defended by an intrenched line of rifle pits. On both sides were swamps extending to the sea, so that it was secure from a flank attack, and commanding the entrance to the district, it was known as the "Gate Pah." On April 22nd, after a reconnaissance, General Cameron made preparations for attacking the position. The forces under his command were the 43rd and 68th Regiments, detachments of three other Regiments and Royal Artillery, with a Naval Brigade of over three hundred men, from H.M. ships "Pelorus," "Eclipse," "Harrier," and "Esk," the squadron commanded by Commodore Sir W. Wiseman.* The whole numbered about seventeen hundred men of all ranks, with six Armstrong guns, two howitzers, and eight mortars. The General, intending to cut off the retreat of the enemy, after nightfall made a feigned attack on the front of the post, while the 68th Regiment, with a party of seamen, picked

* The crews of H. M. S. "Cordelia" and "Falcon," received the Medal for services in 1860—61.

their way through the swamp, and before morning were posted in the rear of the pah. Soon after daybreak, the artillery opened fire on the place, and continued with slight intermission till about four in the afternoon, when the palisades being almost destroyed, and a practicable breach made, an assault was ordered. One hundred and fifty men of the 43rd Regiment, with the same number of seamen and marines, under Commander Hay of the "Harrier," formed the assaulting column, under the command of Lieut.-Colonel Booth of the 43rd. The remainder of the regiment, with a body of seamen and marines formed the reserve. Commander Hay led the stormers, who, with a ringing cheer, crossed the ditch, mounted the embankment, and rushed through the breach into the pah, and as only a few straggling shots were heard, the reserve outside thought the post was won. Suddenly a tremendous fire of musketry, accompanied with savage yells, arose in the interior of the pah, and in a few minutes the storming party was seen retiring through the breach, soldiers and sailors mixed together in utter disorder. In the few minutes preceding, Colonel Booth, Commander Hay, Captain Glover, and almost every officer of the column had fallen, killed or wounded. Captain Hamilton at once led on the supports, crying—"Follow me men," but fell shot through the head, the supports became mixed with the fugitives, and in spite of the exertions of their officers, the whole body, hotly fired on by the enemy, fell back to the nearest cover. Night had now fallen, but the British lay on their arms in their entrenchments within a hundred yards of the enemy, furious at their repulse, and officers and men resolved to conquer or die on the morrow. When Commander Hay fell mortally wounded, Samuel Mitchell, captain of the fore top of H. M. S. "Harrier," went to his assistance, and refused to leave him, though ordered by the dying officer to do so, and to look after his own safety. He took the Commander in his arms, and carried him outside the pah, amidst a shower of bullets, and for his gallant conduct was

deservedly rewarded with the Victoria Cross. Surgeon Manly, R.A. also gained the same distinction for attending to the wounded under a heavy fire. During the night which was wet and dark, the Maories evacuated the pah, and stealing in small parties through the swamp, eluded the vigilance of the 68th. In the early morning the stronghold was found silent and deserted, and was quietly occupied by the British.* Colonel Booth and a few men were found still alive, and to the credit of the enemy had not been illtreated during the night, nor had the bodies of the slain been mutilated. In this disastrous affair, the Naval Brigade had four officers and forty men killed and wounded. A few weeks after, the Maories were totally defeated at Te Ranga, and among the chiefs killed was Rawhiri, the leader at the Gate pah. In the month of August following, most of the chiefs submitted unconditionally to the government, but the war still lingered on, till the year 1866. The Navy took no active part in the contest after the Gate pah affair, and subsequently to the year 1866 the struggle was carried on solely by the colonial forces, under Colonel Whitmore (afterwards General Sir G. Whitmore), who in January 1869 finally crushed the last outbreak of the Maories.

* The soldiers blamed the sailors for the miscarriage in this affair and they retaliated by throwing the blame on the military. The day was fast closing when the assault was given, and it seems that when the party led by Commander Hay got into the interior of the pah, there was nothing to be seen but a few dead and wounded Maories lying about, and concluding that the place was abandoned, some of the men began straggling in search of plunder. The enemy, who were lying concealed, and almost uninjured from the bombardment, in holes dug out of the earth, covered with turf and brushwood, suddenly rose up on all sides, and poured in such close and destructive volleys, that the stormers surprised, and seeing most of their officers shot down, were seized with a panic, and thought of nothing but saving themselves by flight.

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THE CAPE MEDAL

THE CAPE, OR SOUTH AFRICA MEDAL.

A general order issued on November 22nd, 1854, announced that the Queen had been pleased to command that a medal should be struck to commemorate the success of Her Majesty's Forces in the wars in which they were engaged against the Kaffirs, in the years 1834–5 and 1846–47, and in the period between the 24th of December, 1850, and the 6th of February 1853, one of which was to be conferred on every surviving officer, non-commissioned officer, and soldier, of the regular forces who actually served in the field against the enemy. The medal was the same for all years, and has on the obverse the head of the Queen, with the inscription "Victoria Regina." On the reverse is the British Lion crouching to drink under a bush, above being the words "South Africa," and the date 1853 in the exergue. Ribbon, orange, with dark blue stripes.

No clasp was issued with this medal. A similar medal, with the substitution of crossed assegais and a shield in the exergue, instead of the date 1853, ribbon the same, was given to both services for the campaigns in Kaffraria, and Zululand, 1877–8 and 1878–9. The dates of the campaigns are given on the only clasp issued.

The Third Kaffir War, 1850—53.

In the South African Wars prior to the year 1850, the Navy was not actively engaged, but in the war lasting from end of 1850, to March, 1853, a small naval brigade, and a detachment of Royal Marines took part in the operations, and received the medal. The naval forces were supplied by the squadron under the command of Commodore C. Wyvill, comprising the "Castor," thirty-six, "Orestes," "Grecian," "Gladiator," "Pantaloon," and "Penguin." During the continuance of the war, in July, 1852, Commodore C. Talbot, with the "Mæander," forty-four, relieved Commodore Wyvill in the command. In the height of the contest, H.M. iron troop-ship "Birkenhead," Commander Salmond, sailed from Queenstown for the Cape, with reinforcements, consisting of drafts of the 12th Lancers, the 2nd, 6th, 12th, 43rd, 45th, 60th, 73rd, 74th, and 91st Regiments, under the command of Colonel Seton of the 74th. On February 26th, 1852, when off Simon's Bay, she struck on a sunken rock, and in twenty minutes sank. Out of six hundred and thirty-eight souls on board, but one hundred and eighty-four were saved. When the ship struck, Colonel Seton called his officers around him, and impressed upon them the necessity of preserving order and silence among their men, and he informed the soldiers by his Sergeant-Major, that he would be the last man to leave the ship. After placing the women, children, and sick in the overcrowded boats, the officers and men drawn up on the deck, as if standing on parade, went down with the wreck, one of the noblest examples of heroism ever recorded. In the words of

Captain Wright, one of the few who escaped by swimming ashore through a sea abounding with sharks, "Every one did as he was directed, and there was not a cry or murmur among them, until the vessel made her final plunge. All received their orders, and carried them out, as if the men were embarking, and not going to the bottom." As a splendid instance of heroic constancy, King William I. of Prussia, afterwards Emperor of Germany, ordered the glorious story to be read on parade, at the head of every regiment in his service.

Campaign against the Galekas and Gaikas, 1877–78.

The Galekas under their chief Kreli, and the Gaikas led by their chief Sandilli, being mortal enemies of the Fingoes, a peaceable tribe, wealthy in cattle, who had been since 1835, under British protection, without provocation resolved to attack them, in hope of an easy conquest, and plenty of plunder. The Fingoes, whose name signifies dogs, had formerly been slaves to the other tribes, and had always been despised and persecuted by them. On September 25th, 1877, a body of about five thousand Galekas crossed the frontier, and fiercely attacked the Fingoes, at a place called Guadana, but the latter being supported by a small party of the mounted Police, with a seven pounder gun, repulsed their assailants with loss. More actions and skirmishes followed, when General Sir A. Cuninghame, Commander-in-chief in South Africa, determined to invade Kreli's country with all available forces. On December 26th the column advanced, the centre under Colonel Glynn, the right under Major Hopton, and the left under Captain Upcher. Each party had a few guns, and to each was attached a small Naval Brigade from H. M. S. "Active" * and "Florence," with rocket tubes. The

* A party of seamen from the "Active," with a rocket battery under Sub-Lieutenant Barnes-Lawrance, did good service in an action with the Gaikas at the Peri bush, and another party under Lieutenant Craigie, occupied Fort Cuninghame in the Cis Kei territory, and by their presence overawed the disloyal natives.

"Active," Commodore Sullivan, steamed slowly along the coast as the troops advanced, and communicated with them at the mouth of the Bashee river. An advanced camp was formed at a place called N'amaxa, and held by two companies of troops, and fifty men of the Naval Brigade with two guns, under the command of Major Owen of the 88th. In January, 1878, this post was attacked by the Galekas in force, but they were defeated and driven into the bush with severe loss. At the end of the month the enemy concentrated their forces in the Kei Valley, with the intention of assaulting Ibeka, or Quintana, two places twenty-two miles distant from each other, in which large quantities of ammunition and stores had been collected. Ibeka was strongly entrenched and garrisoned by a detachment of the 24th Regiment, some Cavalry and Royal Artillery, with two seven pounders, and a party of seamen from the "Active," with two Armstrong guns and two rocket tubes. Quintana was enclosed with shelter trenches and rifle-pits, and held by three companies of the 24th Regiment, some light Horse, some Artillery with two guns, twenty-five seamen with a twenty-four pound rocket tube, under Captain Wright, and a body of Fingoes, Captain Upcher being in command of the entire force. On February 7th, a large body of the enemy under Kreli and Sandilli, made a determined attack on the position, and got within five hundred yards of the trenches, when the rockets hissing among them, and the guns opening on them with case shot, in twenty minutes caused such havoc in their columns, that they turned and fled in confusion, pursued by the mounted men and the Fingoes. The casualties on the side of the victors, were three Fingoes killed, and three white men wounded. This defeat virtually ended the war, as the Kaffirs never ventured to attack any position afterwards, nor did they appear in any large numbers again in the open country. The war lingered on for some time in a succession of skirmishes, but the Galekas were totally disorganized; Kreli surrendered to the British, and Sandilli was found dead in the bush. On the

29th of June, 1878, an amnesty was proclaimed for all except the sons of Sandilli, and the Gaikas were removed to new settlements beyond the river Kei.

The Zulu War, 1879.

Zululand lies to the north east of Natal, and its inhabitants were the most warlike of all the Kaffir tribes. Chaka, who became chief of the Zulus in 1810, established a military despotism, which converted the whole manhood of the tribe into a disciplined army, subject to the will of one man. In 1828 this ferocious chief was assassinated by his brother Dingaan, who waged a bloody but unsuccessful war against the Boers. He was succeeded by his brother Panda, who wisely preferred trading to war, and who was on friendly terms with the Boers and British till his death in 1872. Panda was succeeded by his son Cetywayo, and at the request of the Zulus, Sir Theophilus Shepstone attended his installation as King, as the representative of the British Government. Cetywayo soon abandoned the pacific policy of his father, and revived the military system of his predecessor Chaka, re-organising old regiments, and forming new ones, trained and disciplined by torture and death. In 1878 the Zulu army numbered over fifty thousand men, armed with guns, assegais and shields, eager for war, a menace and cause of apprehension to all neighbouring states. In August 1878, a party of Zulus made an incursion into British territory and seized two women as runaway wives of a chief called Sirayo, whom they carried across the river Buffalo and put to death. The colonial government demanded the surrender of the offenders, and the payment of a fine of five hundred cattle for the violation of the territory of Natal. Neither being forthcoming, Sir Bartle Frere dispatched an ultimatum to the Zulu King, requiring among other things the disbandment of his army, freedom of marriage among his people, and the impartial administration

of justice, informing him also, that unless he complied with these terms, on or before December 31st, he would be invaded by a British army to compel his submission. The time specified expired, and Cetywayo making no sign, the British forces under Lord Chelmsford crossed the Tugela river on January 11th, 1879, and the war began. The troops were divided into three columns, the first commanded by Colonel Pearson of the 3rd Buffs, the second, by Colonel Glyn of the 24th Regiment, and the third by Colonel E. Wood, V. C. With the column of Colonel Pearson was a Naval Brigade of one hundred and seventy seamen and marines from H. M. S. "Active" with two seven-pounders, one Gatling gun, and two rocket tubes, under Captain Campbell. Lieutenant Milne of the "Active," also joined the staff of Lord Chelmsford as Naval aide-de-camp. The column with its stores, and one hundred waggons were conveyed across the river by the Naval Brigade, the whole numbering two thousand and fifty-five Europeans, and two thousand three hundred and forty-two Natives. On January 22nd an action was fought with the Zulus at Inyezane, in which the rockets of the Naval Brigade did considerable execution, and checked the rush of the enemy, who retired leaving three hundred dead on the field. The casualties of the Naval Brigade were seven men wounded. The next day the column reached Ekowe, where the news reached Colonel Pearson of the terrible disaster at Isandhlwana,* on January 22nd, and he decided to fortify the position, and maintain himself there till re-inforcements could reach him.

On April 2nd, a relieving force under Lord Chelmsford, defeated the Zulus at Gingilhovo and reached Ekowe the next day. With the relieving column was another Naval

* On this fatal day, the British camp was surprised and overwhelmed by about fifteen thousand Zulus, and five companies of the 24th Regiment practically annihilated. The only sailor in the camp was a signal man belonging to H. M. S. "Active," and he was seen with his back against a waggon wheel, keeping the Zulus at bay with his cutlass, till a Zulu crept behind him and stabbed him through the spokes.

brigade, consisting of men from the "Shah,"* "Tenedos," and "Boadicea," the last named ship flying the broad pennant of Commodore Richards, who had succeeded Commodore Sullivan in the command. The seamen and marines with two guns, two gatlings, and two rocket tubes, were commanded by Commander Brackenbury, and Captain Phillips, both of the "Shah," and in the action Lieutenant Milne and six men were wounded. On April 7th the naval brigade recrossed the Tugela, and part occupied Fort Pearson, while part garrisoned Fort Tenedos. In the beginning of May, the detachment from the "Tenedos," under Lieutenant Kingscote rejoined their ship at Durban. In June the naval brigade mustering nearly eight hundred men, under the command of Captain H. F. Campbell of the "Active" joined the first division of the army, commanded by General Crealock, and with it again crossed the Tugela. The brigade encamped at Port Durnford, within seventy miles of Ulundi, where the decisive battle of the war was fought, but saw no more active service, being employed in landing stores from the transports lying off the port, a work of great difficulty on account of the heavy surf almost constantly breaking on the shore. At the end of July the men were inspected by General Sir Garnet Wolseley, who issued an order praising their services,† and immediately afterwards they re-joined their ships.

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* The "Shah" was on her way to England, when on arriving at St. Helena, the news of the disaster at Isandhlwana reached her. Her captain, Bradshaw, at once decided without orders, to return to Natal, where no re-inforcements had yet arrived, and it was feared that the Zulus would invade the colony. The arrival of the "Shah," and the landing of her seamen and marines, restored confidence to the colonists and discouraged the enemy.

† "As the naval brigade is now about to embark, General Sir Garnet Wolseley wishes to place on record his very high appreciation of the services it has rendered while acting on shore. The conduct of the men has been admirable, and their bearing in action every way worthy of the service to which they belong, while they have worked hard and cheerfully in their laborious duties, which constitute so important a part of all military operations."—*Extract from General Order.*

THE CRIMEA MEDAL. WAR WITH RUSSIA, 1854–56.

On December, 1854, by command of the Queen, an order was issued granting a medal to the army and navy for their services in the Crimea, with two clasps for the battles of Alma and Inkermann, which were awarded to the men who had been present at either or both of the battles. In February, 1855, a clasp was given for Balaklava, and in October of the same year a clasp for Sebastopol, to all those who had been present at the operations between the 1st of October, 1854, and 9th of September, 1855, when the place was captured. The medal, by W. Wyon, has on the obverse the head of the Queen, with the words "Victoria Regina" above, and the date 1854 below. On the reverse, a flying figure of Victory crowning a Roman warrior with a wreath, the word "Crimea" being inscribed on the left of the figure. The clasps are in the shape of oak-leaves, with acorn ornaments. Ribbon, light blue, with yellow edges. The medals awarded to the Navy, were for the most part issued without the names of the recipients or their ships being engraved on the edge. The greatest number of clasps issued with any medal, was four. A special clasp inscribed "Azoff" was issued to the Navy, and the marines received clasps for "Balaklava," "Inkermann" and "Sebastopol." A portion of the Naval Brigade was present at Inkermann, and received the clasp given for that battle. The medal was also given to a selection of the French, Sardinian, and Turkish troops, engaged in the campaign.

The War in the Crimea, 1854—56.

In June, 1853, the Russians crossed the Pruth, and war was declared between Turkey and Russia. On November the 30th, 1853, the Russians destroyed the Turkish fleet at Sinope, and the English and French fleets entered the Black Sea. The Czar recalled his ambassadors from London and Paris, and in March, 1854, England and France declared war against

THE CRIMEAN MEDAL.

French steamers, on the morning of April the 22nd, stood in and opened fire on the batteries. The steamers rapidly moving in short circles, delivered their broadsides in relays without suffering much damage, as the enemy were unable to get their range, with such effect that at one p.m. the fort on the mole blew up, and the other batteries were silenced. The shipping behind the mole was then destroyed, with the Imperial docks, barracks, and a large amount of military stores, with the loss of thirteen men killed and wounded in the British Squadron. Towards the end of June, some Russian batteries at the Sulina mouth of the Danube, were destroyed by the "Firebrand" and "Fury," under Captain H. Parker, who unfortunately was killed in the action.

Bombardment of Sebastopol.

October 17th, 1854.

After the victory of the Alma, the commanders of the allied forces resolved upon a general bombardment of Sebastopol by sea and land. A naval brigade was formed for service on shore, ten hundred and fifty seamen with fifty heavy guns, being drafted from the fleet and placed under the command of Captain Lushington of the "Albion." The seamen constructed their own batteries without the aid of engineers, and were ready to open fire before half the guns of the artillery had been placed in position. On the morning of October 17th the land batteries opened fire on Sebastopol, but the allied fleets did not co-operate in the attack till after noon. It had been arranged that the English ships should attack the north side of the harbour, where were situated Fort Constantine, commanding both sea and land, with one hundred and four of the heaviest guns then known; the Star Fort and the Telegraph Battery, the guns of which could bring a plunging fire to bear on the assailants, to which the ships could make no effective reply. The French ships engaged the defences on the southern side of the harbour, nearest the

army, the Turkish ships were in the centre. Most of the English ships were placed in their allotted positions by steamers lashed alongside them, the "Albion" by the "Firebrand," the "London" by the "Niger," "Britannia" by the "Furious," "Queen" by the "Vesuvius," "Trafalgar" by the "Retribution," "Vengeance" by the "Highflyer," "Rodney" by the "Spitfire," "Bellerophon" by the "Cyclops," and "Arethusa" by the "Triton." The "Terrible," "Tribune," "Samson," "Sphinx," and "Lynx," took up independent positions, and engaged principally the forts and earthworks on the cliff to the north of Fort Constantine. The French ships were first engaged, but about two p.m., the "Agamemnon," Rear-Admiral Sir E. Lyons, piloted by the steam tender "Circassian," Master E. Ball, who volunteered for the service, anchored amidst a shower of shot and shell, in five fathoms water, about seven hundred and fifty yards from Fort Constantine, and opened her fire. A few minutes afterwards the "Sanspareil" and "London" anchored close astern, followed presently by the "Albion," which ships well supported the "Agamemnon," which was exposed to a cross fire from the forts. The Russians not expecting a ship to get so near to them as seven hundred and fifty yards distance, had laid their guns for a longer range, so that for some time their shot struck only the masts and rigging of the flagship, and one of her shells blew up a magazine in the fort and disabled many of its guns. The shot from the batteries on the cliffs inflicted such damage on the English ships, that after an hour's furious cannonading, the "Albion" and "London" were obliged to haul off, followed shortly by the "Sanspareil." The enemy then concentrated their fire on the "Agamemnon," and cut her masts and rigging to pieces, every spar being more or less damaged, and her main-top and hammock nettings set on fire. Presently the "Sanspareil" and "Albion" returned, and the "Queen," "Rodney," and "Bellerophon," by signal bore down to the support of Sir Edmund, but the "Queen" was almost imme-

diately set on fire by a shell and towed out of range. The "Rodney" ran aground under the guns of Fort Constantine, but by the exertions of her crew, and the help of Commander Kynaston, in the "Spitfire," she was got off, and took part in the action till nearly dusk, when the engagement ceased by the "Agamemnon" quitting her position, followed by the other ships. In this affair the casualties in the British ships were forty-four men killed, and two hundred and sixty-four men wounded; of these, eighty-one men belonged to the "Albion," and twenty-nine to the "Agamemnon."

Two of the ships, the "Albion" and "Arethusa," were so much damaged that they were sent to Malta for repairs. Many of the French ships were disabled, and their loss in killed and wounded was about two hundred men; the Turkish ships escaped with trifling damage. The Naval Brigade took a prominent part in the land attack, and the destruction of the Malakoff tower was mainly due to the battery of heavy ship guns from the "Terrible" and "Retribution." The result of the contest on the sea side was not satisfactory. It was a trial of strength between stone and wood, and stone proved itself the stronger.

During the first six days of the bombardment of Sebastopol, the Naval Brigade had Lieutenant Greathed of the "Britannia" and eleven men killed, and Captain Moorsom and sixty men wounded. In the assault on the Redan, June 18th, 1855, Captain W. Peel of the "Diamond," who led a ladder party, was severely wounded, and out of two parties of sixty men each of the Naval Brigade, fourteen men were killed, and forty-six men wounded; in fact, only three officers engaged, escaped unhurt. At the end of July, Captain Lushington being promoted to the rank of Rear-Admiral, returned to England, and was succeeded in the command of the Naval Brigade by Captain the Hon. H. Keppel, (afterwards Admiral of the Fleet, Sir H. Keppel, G.C.B.) At the end of the year, Admiral Dundas, owing to ill health, struck his flag, and was succeeded by Sir E. Lyons, whose appointment to the

command the fleet welcomed with delight. Sir Edmund shifted his flag to the "Royal Albert," one hundred and thirty; and the "Hannibal," ninety-one, Rear-Admiral Sir Houston Stewart, Captain J. Hay; "St. Jean d'Acre," one hundred-and-one, Hon. H. Keppel; "Princess Royal," ninety-one, Lord C. Paget; and "Algiers," ninety-one, C. Talbot, replaced the "Britannia," "Bellerophon," "Trafalgar," and "Sanspareil," which were sent home.

Operations in the Sea of Azoff,

May 25th to November 22nd, 1855.

On May 22nd, an expedition consisting of six English* and three French sail of the line, with twenty-seven English and twenty French frigates and smaller vessels, carrying sixteen thousand soldiers, and six batteries of artillery, sailed from Sebastopol for Kertch, a town at the extreme eastern part of the Crimea, where the corn and supplies of the adjacent provinces were stored, and sent to the beleaguered garrison in waggons. The Russians made but a faint show of resistance, but blew up their works and magazines and retired, leaving behind a large quantity of military stores, twelve thousand tons of coal, and above one hundred pieces of cannon, as prizes to the victors. The fleet proceeded to Yenikale, which place the enemy also destroyed, and abandoned, and the next day, Captain Lyons in the "Miranda," (which had recently arrived from the White Sea) with the smaller steam vessels, entered the Sea of Azoff, and crossing to Berdiansk, destroyed several vessels and a quantity of grain, stored there for the use of the Russian Army. At Genitchesk he sent in his boats to attack some shipping, defended by a strong force of Russian Infantry with field pieces, covering their advance with a heavy fire, directed partly at the shipping and partly

* The English ships of the line were the "Royal Albert," "Agamemnon," "Hannibal," "Algiers," "St, Jean d'Acre," and "Princess Royal."

at the troops. The boats under the command of Lieutenant McKenzie set fire to seventy-three vessels and to some large magazines of corn, and returned to the ship without any loss. At the end of four days, Captain Lyons was able to report to the Admiral, his father, that he had burnt and sunk about two hundred and fifty vessels, most of them laden with supplies for the Russian Army in the Crimea. On June 23rd, he attacked Taganrog, the strongest fortress of the enemy, situated in the Gulf of Azoff, and held by a garrison of about three thousand troops. He directed the operations in the "Recruit," a vessel drawing less water than the "Miranda," and the boats of his squadron were reinforced by the light gun boats and launches of the line of battle ships lying off the Straits of Kertch, armed with howitzers and rockets. The boats advanced in two divisions, and in face of a heavy but ill directed fire, destroyed the Government Buildings, and extensive magazines of stores, with no more loss than one marine wounded.

Captain Lyons next destroyed Marioupol, and Gheisk on the opposite shore of the Gulf, and returning to the Straits, rejoined the fleet. In these operations Commander Cowper Coles, and Lieutenant H. Burgoyne, (both of whom afterwards were drowned in the ill-fated ship "Captain") greatly distinguished themselves. Shortly afterwards the gallant Captain Lyons, in taking part in a night attack on Sebastopol, was severely wounded by a fragment of a shell, and died in less than a week, deeply regretted by the whole fleet. To his sorrowing father Admiral Sir E. Lyons, the Queen addressed a letter of condolence, expressing her deep and heartfelt sympathy. Commander S. Osborne of the "Vesuvius," succeeded Captain Lyons in the Sea of Azoff, of which he cleared both sides, destroying stores and magazines, shelling batteries, and hauling some of his lightest boats over the Spit of Arabat, launched them in the Putrid Sea, and threatened the great road to Sebastopol. At length, the enemy, hopeless of preserving their vessels from his constant attacks,

set fire themselves to all which remained, so that in the whole sea they had no vessel of any kind left. In all these operations it was rarely that a single man was killed. Commanders Osborne and Lambert were posted for their services, and Lieutenants Day and W. Hewitt* of the "Recruit" and "Beagle," commended for the gallantry of their conduct. Lieutenant E. Commerell (afterwards Admiral Sir E. Commerell G.C.B.) of the "Weser," gained the Victoria Cross for his distinguished conduct in destroying stores in the presence of a large body of Cossacks, on the shore of the Sivash. In November, Captain Osborne, after destroying stores at Vodina, Glofira, and Gheisk, as winter was fast approaching, and ice forming, withdrew from the Sea of Azoff † and re-joined the fleet.

The Baltic Medal.

After the review of the Fleet at Spithead, April 23rd, 1856, the Queen was pleased to command that a medal should

* Afterwards Vice-Admiral Sir W. N. Hewitt, V.C., K.C.B. died 1888. During the siege of Sebastopol, on October 26, 1854, being mate of H.M.S. "Beagle" he was in charge of a Lancaster gun, in a battery on shore, when the Russians made a sortie, and got to within 300 yards of the battery, on which they opened a sharp fire. An order was given to spike the gun and retreat, but Mr. Hewitt answered "that order did not come from Captain Lushington, and until he orders us to desert the gun, we shall not move." He then, with his seamen, aided by some soldiers, got his gun round, and blowing away the parapet of the battery, poured in such a destructive fire on the advancing enemy, that they gave way and retreated. Captain Lushington reported Mr. Hewitt's conduct to the Commander-in-chief, and the Admiralty promoted him to a lieutenancy. He soon afterwards received the Victoria Cross.

† The "Azoff" clasp, with the medal, was given to the officers and men of the following ships. "Miranda," Captain Lyons; "Vesuvius," Commander Osborne; "Stromboli," Commander Coles; "Curlew," Commander Lambert; "Swallow," Commander Craufurd; "Wrangler," Lieutenant Burgoyne; "Beagle," Lieutenant Hewitt; "Ardent," Lieutenant Horton; "Medina," Lieutenant Beresford; "Viper," Lieutenant Armitage; "Lynx," Lieutenant Aynsley; "Recruit," Lieutenant Day; "Arrow," Lieutenant Joliffe; "Snake," Lieutenant McKillop; "Grinder," "Clinker," "Sulina." "Danube," "Fancy," "Boxer," "Weser," "Cracker" and "Jasper." It was also given to the crews of the first and second launch of the "Royal Albert"; first and second launch of the "Hannibal"; first and second launch of the "Agamemnon," first and second launch of the "St. Jean d'Acre"; first and second launch of the "Princess Royal," and the first and second launch of the "Algiers."

be struck, and issued to the officers, seamen, and marines, who served in the Baltic, from March, 1854, to the close of the blockade in 1855. The medal, by Wyon, has on the observe, the diademed head of the Queen, with the words "Victoria Regina," and on the reverse a figure of Britannia seated, holding a trident in her right hand. In front is a naval gun and a pile of shot, and in the distance, representations of Sveaborg and Bomarsund; above is the word "Baltic," and in the exergue the date, 1854–1855. Ribbon, yellow with blue edges. No clasp was issued, and the name of the recipients were not inscribed on the medal. Two officers and about one hundred men of the Sappers and Miners, also received the medal for their services on board the flag-ship, and at Bomarsund. These medals had the names of the recipient indented on the edge.

The fleet in the Black Sea was generally regarded as not much more than an auxiliary to the army, but the flower of the naval strength of England was sent to the Baltic, where were the principal arsenals of Russia, and her most powerful fleet. Nineteen sail of the line, most of which were steamers, eleven frigates, and a number of smaller vessels were equipped, and placed under the command of Vice Admiral Sir Charles Napier, and after being reviewed by the Queen on the 11th of March, at Spithead, the Admiral weighed anchor and proceeded to the Downs. Before war was declared between England and Russia, a portion of the fleet sailed for the Baltic, and when the news of the declaration of war reached Kioge Bay, the remainder of the ships had arrived from England, and Sir C. Napier found himself in command of the following fleet: "Duke of Wellington," one hundred and thirty-one, Vice Admiral Sir C. Napier, Commodore M. Seymour, Captain G. Gordon; "Neptune," one hundred and twenty, Rear Admiral Corry, Captain Hutton; "St. George," one hundred and twenty, H. Eyres; "Royal George," one hundred and twenty, H. Codrington; "St. Jean d'Acre," one hundred and one, Hon. H. Keppel; "Princess Royal,"

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ninety-one, Lord C. Paget ; "James Watt," ninety-one, G. Elliott ; "Nile," ninety-one, B. Martin ; "Majestic," ninety-one, J. Hope ; "Cæsar," ninety, J. Robb ; "Prince Regent," ninety, H. Smith ; "Monarch," eighty-four, J. E. Erskine ; "Cressy," eighty, R. Warren ; "Boscawen," seventy, W. Glanville ; "Cumberland," seventy, G. Seymour ; "Edinburgh," sixty, Rear Admiral H. D. Chads, Captain Hewlett ; "Hogue," sixty, W. Ramsay ; "Blenheim," sixty, Hon. F. Pelham ; "Ajax," sixty, F. Warden ; "Imperieuse," fifty-one, R. B. Watson ; Euryalus," fifty-one, G. Ramsay ; "Arrogant," forty-six, H. R. Yelverton ; "Amphion," thirty-four, A. C. Key ; "Dauntless," thirty-three, A. P. Ryder ; Leopard," eighteen, Rear Admiral Plumridge, Capt. Giffard ; Cruiser," seventeen, Com. Hon. G. Douglas ; "Archer, seventeen, E. Heathcote ; "Valorous," sixteen, C. Buckle ; "Odin," sixteen, F. Scott ; "Magicienne," sixteen, T. Fisher ; "Desperate," eight, C. J. D'Eyncourt ; "Conflict," eight, A. Cumming ; "Vulture," six, F. H. Glasse ; "Dragon," six, J. Willcox ; "Driver," six, Hon. A. Cochrane ; "Rosamond," six, G. Wodehouse ; "Basilisk," six, Hon. F. Egerton ; "Hecla," six, W. H. Hall ; "Bulldog," four, W. K. Hall ; "Porcupine," three, Lieutenant Jackson ; the surveying ships "Lightning" and "Alban," Captain T. Sullivan, and Commander Otter, and the hospital ship "Belleisle," Commander Hosken.

Immediately on the declaration of war, Sir C. Napier sent Rear-Admiral Plumridge with some frigates and smaller vessels, to the Gulf of Finland, and a few weeks after into the Gulf of Bothnia, while small squadrons were sent to cruise in different directions, which almost annihilated the Russian trade. The "Arrogant" and "Hecla," cruising near Sveaborg, learning that three merchant ships were lying at Eckness, a place situated on a narrow creek, about eight miles from the sea, Captain Yelverton resolved to attempt to cut them out. The "Hecla," drawing the less water, led the way, and after silencing an earthwork mount-

ing four guns, and dislodging a body of troops with a field battery, the largest vessel was brought out, the other two being aground, with the loss to the British of three men killed and eight wounded. In June, a fine French fleet, consisting of five ninety-gun ships, two of eighty, and two of seventy guns, with several frigates and lighter vessels, under Vice-Admiral Duchesnes, joined Sir C. Napier at Baro Sound and the combined fleets proceeded up the Gulf of Finland, and offered battle to the Russian fleet lying at Cronstadt. The enemy, numbering eighteen sail of the line, besides frigates, declined to leave the protection of their forts and batteries, mounting over seven hundred heavy guns, and after a careful survey of the fortifications, the two Admirals, finding Cronstadt to be practically impregnable,* and that an attack would probably end in failure, returned to Baro Sound. Captain Key in the "Amphion," and Lieutenant Priest of the "Leopard," with the boats of that ship, the "Odin," "Vulture," and "Valorous," captured and destroyed many merchant ships, and a large quantity of government stores in the Gulfs of Riga and Bothnia, but the boats of the "Vulture" and "Odin" met with a sad disaster at Gamla Carleby on the coast of Finland, twenty-three officers and men being killed and wounded, and the crews of two boats taken prisoners, by a large Russian force, after a gallant resistance, in which nearly every man was wounded. The commanders of the allied fleets then resolved on an attack on Bomarsund, the chief fortress of the Aland Isles. A few weeks before, the surroundings of the stronghold had been carefully surveyed by Captain Sullivan, and the size and strength of the four forts ascertained. In July the place was blockaded, and as the British had no troops available for the service, nine

* The Russian ships were moored in two lines head and stern, across the only navigable channel, which they completely commanded and blocked up. They were flanked on each side by batteries, mounting above one hundred and twenty of the heaviest guns, and on the western front with its shoals and islets bristled above three hunded and fifty more. The fortress was quite unassailable, except by a fleet of mortar boats, of which the allies had none.

thousand French soldiers under General Baraguay d'Hilliers, were conveyed in British vessels to the Baltic, and joined the fleet on August 2nd. The forts of Bomarsund were of considerable strength, and mounted altogether upwards of one hundred and sixty guns, held by a garrison of two thousand five hundred men. They were impregnable to an attack by sea, but the principal fort was commanded by a hill in the rear of it, and if attacked on the landward side all the defences were liable to fall before a resolute enemy. The troops were landed at three different points, the French to the southwest of the principal fort, and a British division of seven hundred seamen, marines, and sappers to the northward. A battery of thirty-two pounders was supplied from the English ships, under Captain Ramsay of the "Hogue," who opened fire on the West fort, on the morning of August 15th, at a range of nine hundred and fifty yards, with such effect that the commander hung out a white flag at noon with a request for a truce, and surrendered the next morning.

In this affair, Captain Ramsay was admirably supported by a battalion of Chasseurs, armed with Minié rifles, whose destructive fire aimed at the embrasures, prevented the Russians from loading their guns. On the morning of the 15th, he turned his guns on the North, or Nottige fort, the battery being manned by seamen and marine artillerymen from the "Edinburgh," "Hogue," "Ajax," and "Blenheim," and though the fort replied vigorously, and was supported by a battery on Presto island, about one thousand four hundred yards distant, by 6 p.m. one side of the fort was destroyed, and its commandant surrendered.* In the meantime the French batteries, and several steamers of the allied fleet shelled the great fort, aided by a ten inch gun which Captain Pelham of the "Blenheim" had placed in a battery from which the ships had driven the enemy a few days before,

* The British ships which were actively engaged in the capture of Bomarsund, were the "Amphion," "Arrogant," "Valorous," "Edinburgh," "Ajax," "Sphinx," "Driver," "Bulldog," and "Hecla."

and prevented any assistance being given to the fort attacked by Captain Ramsay. The next morning the great fort was again assailed by sea and land, but the attack had scarcely commenced, when the Russians hung out a white flag and surrendered. The fort on Presto island followed the example of the great fort, and Bomarsund was in the possession of the allies. Two thousand prisoners were taken, the forts were blown up and destroyed, and this ended the active operations of the combined fleets in the Baltic for the year 1854. The French fleet returned home in September, and a few weeks after the British fleet withdrew from the Gulf of Finland, and about the middle of December arrived in England. The conduct of Sir C. Napier was severely criticised in Parliament, and by the press, and it was generally agreed that with the force at his command much more might have been done against the enemy. He was much censured for his want of enterprise in not attacking Sveaborg, which he considered to be unassailable, and it must be stated that General d' Hilliers and Admiral Duchesnes were of the same opinion. But Sir C. Napier at the age of sixty-eight, was not the same man physically, nor mentally, as when he led the fleet of Don Pedro to victory, twenty-one years before, nor did he possess the same nerve and energy that he displayed on the coast of Syria, seven years later. He had deserved well of his country for services in times past, but advancing years had told upon his strength, and he never should have undertaken the onerous duties of the Baltic command. On March 20th, 1855, a flying squadron of six ships under the command of Captain Watson, of the "Imperieuse," sailed from Spithead for the Baltic, and was followed on April 4th by the remainder of the fleet. The Commander-in-chief was Rear Admiral Hon. R. Dundas, with Rear Admiral M. Seymour second in command. The fleet was composed as follows: "Duke of Wellington," one hundred and thirty, Rear Admiral Hon. R. Dundas, Commodore Hon. F. Pelham, Captain Caldwell; "Royal George," one hundred and twenty, H. Codrington; "Exmouth," ninety,

Rear Admiral M. Seymour, Captain W. K. Hall; "James Watt," ninety-one, G. Elliott; "Orion," ninety, J. Erskine; "Nile," ninety, R. Mundy; "Cæsar," ninety, J. Robb; "Calcutta," eighty-four, J. Stopford; "Colossus," eighty, R. S. Robinson; "Majestic," eighty, J. Hope; "Cressy," eighty, R. L. Warren; "Cornwallis," sixty, G. Wellesley; "Blenheim," sixty, W. R. Hall; "Edinburgh," sixty, R. S. Hewlett; "Russell," sixty, F. Scott; "Hawke," sixty, E. Ommanney; "Pembroke," sixty, G. Seymour; "Hastings," sixty, J. Caffin; "Hogue," sixty, W. Ramsay; "Ajax," sixty, F. Warden; "Imperieuse," fifty-one, R. B. Watson; "Euryalus," fifty-one, G. Ramsay; "Arrogant," forty-six, H. R. Yelverton; "Amphion," thirty-four, A. C. Key; "Retribution," twenty-eight, Rear Admiral Baynes, Captain Fisher; "Pylades," twenty-one, T. D'Eyncourt; "Esk," twenty-one, T. Birch; "Tartar," twenty-one, H. Dunlop; "Cossack," twenty-one, E. G. Fanshawe; "Magicienne," seventeen, N. Vansittart; "Falcon," seventeen, W. Pullen; "Archer," seventeen, E. Heathcote; "Cruiser," seventeen, Hon. G. Douglas, and "Harrier," seventeen, H. A. Storey. Thirteen or fourteen smaller vessels, and between twenty and thirty gun boats, joined the fleet as fast as they could dispatched from England, many of which as the season advanced were transferred to the Black Sea. The Admiral embarking in the "Merlin" surveying vessel, with Captain Sullivan made several reconnaissances of Cronstadt, which he found so much strengthened by the erection of additional earth works and batteries, that he, with the French Commander-in-Chief, Admiral Penaud, who had joined with his fleet, pronounced the place to be absolutely impregnable. The combined fleets lay off Cronstadt for a fortnight, the French ships taking alternate stations with the British in the van, but as the Russians would not leave their harbour, in the middle of June the fleets weighed and fell back to Seskar. On June 9th Captain Fanshawe of the "Cossack" sent a boat with a flag of truce, to land a party

of prisoners at Hango Head. As soon as the boat reached the shore it was fired into by a body of Russian troops, who had been concealed behind the rocks and some adjacent buildings, six of the party of seventeen were killed, including one of the prisoners, four badly wounded, and the remainder taken prisoners. As no satisfaction could be obtained for this outrage (though the wounded and prisoners were treated with humanity) the Admiral despatched Captain Yelverton with the "Arrogant," "Magicienne," and "Ruby" gunboat, to make reprisals on the Russian strongholds on the coast of Finland. The squadron attacked and destroyed a battery at Rotsinsholm, and a strong fort at Svartholm, intended to mount one hundred and twenty guns, with fortified barracks for one thousand men. In an attack on some vessels at Viborg, the "Ruby" was brought up by a submarine staked barrier, and exposed to the fire of a masked battery within three hundred and fifty yards. Some of the ships' boats which accompanied the "Ruby" got through the obstruction but were driven back, the magazine of the "Arrogant's" cutter was blown up and the boat swamped. Lieutenant Dowell of the Marine Artillery, with a volunteer crew from the "Ruby," jumped into a boat, took the cutter in tow, and brought her out under a heavy fire. For this daring action Lieutenant Dowell received the Victoria Cross. In the meantime the allied Admirals determined to attack the Fortress of Sveaborg, which place Captain Key in the "Amphion," had been watching from the first arrival of the fleet in the Baltic. To distract the attention of the enemy, flying squadrons were despatched in various directions, one cannonaded Narva, another threatened the shores of the Gulf of Bothnia, and Captains Storey and Otter, in the "Harrier" and "Firefly," captured and destroyed over eighty merchant vessels at Nystad and Brandon, with several large magazines of ship-building stores. On August 7th the main body of the fleet which had been lying at Nargen, set sail, and anchored about two miles and a half from Sveaborg. This fortress, which is

situated about a mile from Helsingfors the capital of Finland, is built on five islands. The two largest are called Vargon and East Svarto, the latter lying exactly behind the former, and connected with it by a short bridge. To the east of Vargon were the islands of Gustafsvard, and Bak Holmen, armed with heavy batteries, the channel between the two being blocked by a three decker, moored broadside on, with chains running through her bow and stern ports to the shore. The three principal islands presented an almost continuous series of batteries, and the channels between them were protected by ships of the line, sunken vessels and infernal machines, to be discharged by wires connected with the land.

About a mile and a half from the front of the fortress lies a cluster of rocky islets, which had been carefully surveyed and buoyed by Captain Sullivan, and among them was placed a line of mortar boats, which were moored three thousand nine hundred yards from the enemy's batteries, the five French vessels, being at the request of Admiral Penaud, placed in the centre. On one of the nearest islets to Gustafsvard, the French also threw up a sand bag battery armed with four nine-inch mortars. The gun boats were in front of the mortar vessels, and each in addition to its ordinary armament was supplied with a ten inch gun from the line of battle ships. As his flag-ship could not approach within a mile of the mortar vessels, Admiral Dundas went on board the "Merlin" to superintend the operations, and Admiral Penaud also shifted his flag to one of his gunboats. At a quarter to seven on the morning of the 9th August the mortar vessels opened fire in Sveaborg, and so accurately had they been placed, and so admirably were they managed, that every shell fell exactly on the buildings at which they had been aimed. To allow the mortars to cool, it had been the rule to fire but seven times in a hour, but Captain Wemyss and his fellow officers disregarding the old practice, loaded and fired as fast as possible, throwing no less than thirty shells an hour. The gun boats under the orders of Captain Pelham, assisted by Captains Ramsay,

Vansittart, Glasse, and Stewart, and Commander Preedy, who commanded divisions, kept moving continually in circles among the rocks and shoals, each vessel delivering her fire as she came opposite the batteries of the enemy. The Russians replied with a tremendous cannonade, but with very little effect, though much of their shot fell beyond the mortar vessels, the movements of the gun boats being so rapid, and their size so small, that they escaped with scarcely any damage. Before three hours, the principal buildings in the citadel on Vargon were in flames, dense clouds of smoke arising, with explosions that were heard above the roar of the guns. About noon a succession of heavy explosions occurred at the back of Gustafsvard, fragments of buildings being hurled into the air, with hundreds of shells which exploded as they rose, and the fire of the enemy in that direction was almost silenced. Admiral Dundas recalled the gun boats before sunset, and at dusk the boats of the fleet armed with rockets, were sent in under the command of Captain Caldwell of the flagship, which prevented the enemy extinguishing the fires, and added much to the general conflagration. To distract the attention of the Russians, Captain Yelverton in the "Arrogant," with the "Cossack," and "Cruiser," made an attack on the island of Drumsio, and Captain Wellesley in the "Cornwallis," with the "Hastings," and "Amphion," engaged the batteries of the enemy on the island of Sandhamm.

At daylight on the morning of the 10th, the mortar and gun boats re-opened their fire on East Svarto, at a nearer range, and the engagement was renewed with activity on both sides. The enemy had placed guns of greater range in position during the night, but their fire did but little injury, while the flames and columns of smoke which rose from the fortress, showed that the shells had reached the magazine in the rear of Vargon, and the buildings on the island of Svarto. At nightfall, one unbroken sheet of flame spread over the entire range of buildings in Vargon and Svarto, nothing but the batteries that were scarped out of the granite rock, and a few detached

structures escaping destruction. In the evening the boats with rockets went in again, and made excellent practice during the night. The next morning, the conflagration still raging, and the enemy's batteries almost silenced, the Admirals of the allied fleets decided to terminate the action, the boats withdrew, and a few days subsequently the fleets returned to Nargen.* On the side of the assailants not a man was killed, and the wounded were not more than sixteen, but the loss of the Russians was very heavy, nearly the whole of a regiment of a thousand men stationed at Gustafsvard having been killed. To quote the words of Admiral Penaud's despatch, "The bombardment of Sveaborg, was a complete success, a terrific fire, which lasted forty-five hours, destroyed nearly all the stores and magazines of the arsenal, which is now only a heap of ruins. The enemy has received a terrible blow, and has suffered enormous losses." In October, the fleet returned to Seskar, and in the next month Admiral Dundas sent home his gun boats and sailing vessels. In the first week of December the remainder of the fleet sailed for England, and as peace was signed at Paris in the spring of the next year, the British fleet returned no more to the Baltic.

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* The ships present at the attack on Sveaborg, were, "Duke of Wellington," "Exmouth," "Euryalus," "Arrogant," "Pembroke," "Cornwallis" "Cossack," "Merlin," "Vulture," "Hastings," "Edinburgh," "Amphion," "Magicienne," "Dragon," "Belleisle," "Cruiser," "Geyser," "Locust," "Lightning," "Eolus," "Princess Alice," and "Volcano": gunboats, "Starling," "Lark," "Thistle," "Redwing," "Magpie," "Badger," "Pelter." "Snap," "Dapper," "Weazel," "Stork," "Pincher," "Gleaner," "Biter," "Skylark," and "Snapper": Mortar Vessels, "Rocket," "Surly," "Pickle," "Blazer," "Mastiff," "Manly," "Drake," "Porpoise," "Prompt," "Sindbad," "Carron," "Redbreast," "Beacon," "Grappler," "Havock," and "Growler."

THE INDIAN MUTINY MEDAL, 1857–58.

This medal was granted by a General Order, dated August 18th, 1858, to all engaged in operations against the mutineers, and to non military persons who had borne arms as volunteers against them. On the obverse is the Queen's head diademed, with the words "Victoria Regina," and on the reverse, Britannia standing, holding a wreath in her outstretched right hand. On her left arm is a shield bearing the crosses of the Union, and behind her stands the British Lion. Above is the word "India," and in the exergue the date 1857–1858. Ribbon, scarlet and white in alternate stripes. The medal was given to the Naval Brigades employed in India, without a clasp, and with clasps, inscribed "Lucknow," and "Relief of Lucknow."

The "Shannon" and "Pearl" Brigades in India.

H.M. steam-frigate "Shannon," of fifty guns, was commissioned at Portsmouth by Captain W. Peel, September 13th, 1856, and sailed for the China station. Before she reached Hong Kong, the news of the outbreak of the Indian Mutiny had arrived there, and Lord Elgin who was on board, decided to proceed at once to Calcutta with a body of troops. To this, Sir M. Seymour entirely agreed, and with the "Shannon," sent the "Pearl," twenty-one, Captain Sotheby, and the "Sanspareil," seventy-four, Captain Key, having on board a force of Royal Artillery. The squadron arrived in Bengal the first week in August, and Captain Key took the "Sanspareil" up the Hooghly to Calcutta, where he landed his marines at Fort William, the garrison being sent to re-inforce the army up the country, Captain Peel proposed to leave the "Shannon" at Calcutta, and to form her men into a Naval Brigade. His offer was accepted by the Governor-General, and on August 13th Captain Peel, with about four hundred and ten seamen and marines, proceeded

THE INDIAN MUTINY MEDAL.

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up the Ganges in river steamers* to join the force advancing to the relief of Lucknow. A month later, his first lieutenant, Mr. Vaughan joined him with one hundred and twenty more sailors, mostly picked up from the merchant ships in the harbour, and Captain Sotheby with the crew of the "Pearl," also started up the river. On reaching Allahabad, part of the "Shannon" brigade was left to garrison that place, while the remainder marched towards Cawnpore. Near Futtehgur, one hundred men of the Brigade, with four hundred and fifty troops, commanded by Colonel Powell, attacked four thousand mutineers, and defeated them after a hard fight, with the loss of three hundred men and two guns. In the height of the action, Colonel Powell fell, when Captain Peel took the command, and completed the rout of the enemy. Early in November, the Brigade joined the small army of Sir Colin Campbell before Lucknow, and two days after took part in the attack and capture of the Martiniére College. On November 16th the blue jackets with their twenty-four pounders, and two eight inch howitzers, breached the walls of the Secundrabagh and Shah Nujeef, in face of a perfect hail of bullets from the loopholes of the enemy. In this affair Mr. Daniel, midshipman, was killed, and altogether the Brigade had seventeen men killed and wounded. Among the latter was Lieutenant Salmon (afterwards Admiral Sir N. Salmon, K.C.B.) who for his intrepid conduct, was, with three of his shipmates, rewarded with the Victoria Cross. The next day the Mess house was carried by storm, and Lucknow was relieved. Sir Colin Campbell in his despatch said of the attack on the Shah Nujeef.—"The 93rd and Captain Peel's guns rolled on in one irresistible wave, the men falling fast, but the column advanced till the heavy guns were within

* Captain Peel took with him the following ship guns: six eight inch guns, better known as sixty-eight pounders, weighing fifty-five cwt. each, two eight inch howitzers, eight twenty-four pounders, two ship field pieces, and a battery of eight rockets. For the first time in warfare, sixty-eight pounder guns were worked as field pieces, as in action the guns were generally with the skirmishers.

twenty yards of the walls of the Shah Nujeef, where they were unlimbered and poured in round after round against the massive walls of the building, the withering fire of the Highlanders covering the Naval Brigade from great loss. But it was an action almost unexampled in war. Captain Peel behaved very much as if he had been laying the "Shannon" alongside an enemy's frigate." The Brigade on November 27th marched with Sir Colin Campbell for Cawnpore, where General Windham was hard pressed by the enemy. On November 29th the heavy guns crossed the Ganges, and on December 6th, at the battle of Cawnpore, fought against twenty-five thousand men of the famous Gwalior Contingent, the best disciplined troops among the mutineers, and who considered themselves invincible, the Brigade surpassed all its previous actions. In the words of one present, when the signal to attack was given,—"the skirmishers advanced at the double, and the enemy opened a tremendous cannonade on us with round shot, shell, and grape. By the time we reached the canal, Peel's blue jackets were calling out—"Damn these cow horses," the gun bullocks, "they are too slow." Come you Ninety Third, give us a hand with the drag ropes as you did at Lucknow." A company of the 93rd slung their rifles, and dashed to the assistance of the blue jackets. The bullocks were cast adrift, and the native drivers were not slow in going to the rear. The drag ropes were manned, and the twenty-four pounders wheeled abreast of the first line of skirmishers just as if they had been light field pieces." After a sharp contest, the mutineers were utterly routed, and pursued for fourteen miles, their camp, a large quantity of ammunition, and the whole of their guns, thirty-two of all sizes, being captured. On January 2nd, 1858, the Brigade took part in the Battle of Kallee Nuddee, and by the accuracy of its fire, silenced a gun of the enemy that was doing considerable damage. In March following, it was again before Lucknow, with the army of Sir C. Campbell, and on the 2nd of the month was engaged in the storming of the Dilkoosha, in which operation two men

were mortally wounded. The Brigade now numbered four hundred and thirty officers and men, and Sir E. Lugard under whom they served, reported that he had never commanded so well conducted, or better disciplined men. The eight-inch guns and rockets of the "Shannon" were employed in breaching the "Martinière" on March 9th, and while selecting the best place to post his guns, Captain Peel was wounded in the thigh by a musket ball. The ball was extracted, and he was fast recovering, when he was attacked by smallpox, and died on March 27th, sincerely lamented by his comrades in both services. Shortly before his death he received the red ribbon of the Bath, which had never before been given to an officer of his rank. On the 19th of March the last position of the mutineers was carried, and Lucknow was in the possession of the British. During these operations the loss of the Naval Brigade was five men killed, and eleven wounded. Lieutenant Vaughan, first of the "Shannon," succeeded Sir W. Peel in the command of the Brigade, but its active services ceased with the capture of Lucknow. In August the men rejoined their ship at Calcutta, and on the 15th of September following, the "Shannon" sailed for England. Lieutenant Vaughan was made a commander and received the order of C.B., and all the other officers were advanced a step in rank.

The "Pearl" brigade, under Captain Sotheby also did good service for over fifteen months, with the Goruckpore Field Force. In the fall of 1857 it proceeded up the Ganges to Buxar, and from thence to Gai Ghat, where the men constructed a bridge of boats, by which a body of Ghoorkas sent by Jung Bahadoor to co-operate with the British, crossed the river. On February 17th, 1858, Captain Sotheby with one hundred and thirty men of his brigade, thirty-five Sikhs, and sixty Ghoorkas, attacked and captured the fort of Chandipoor, garrisoned by three hundred rebels, and situated in the midst of a jungle. This success was gained with but four men wounded. At Almorat, on the 5th of March, the brigade,

with which were eighty of the Bengal Yeomanry Cavalry, and eight hundred Ghoorkas, was attacked by fourteen thousand mutineers, with ten guns. In spite of this enormous disparity of force, the enemy were utterly routed, and pursued ten miles to their entrenched camp at Belwa, with the loss of about five hundred men killed and wounded, and eight of their guns. The blue jackets had but one man killed, and thirty wounded all of whom recovered. In the succeeding months the brigade took part in repeated skirmishes and actions, in most of which the rapidity and accuracy of its fire contributed greatly to the defeat of the enemy. In this long and heavy service forty-five men died or were invalided, but two hundred and five of the original brigade of two hundred and fifty, re-joined their ship at Calcutta in February, 1859.* The blue jackets could truly assert that they had been nearly twenty times engaged with the enemy, and though often outnumbered more than seven to one, they had never been defeated.

* The officers and men of the "Pearl" brigade received the medal without a clasp.

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The Abyssinia Medal.

THE ABYSSINIA MEDAL.

THIS medal, granted by a General Order, dated March, 1869, is quite different in design to those usually issued. On the obverse is a crowned and veiled head of the Queen, surrounded by a star of nine points containing the letters A. B. Y. S. S. I. N. I. A. Reverse, a laurel wreath, with an inner circle, within which, in raised letters is the name and ship of the recipient. Above the medal is a crown, with a ring for suspension. Ribbon, crimson, with broad white edges. Twenty thousand of these medals were struck, and given to both services.

THE ABYSSINIAN EXPEDITION.

October, 1867, to April, 1868.

IN the year 1855, Theodore, a fierce, but able and ambitious chieftain, who claimed descent from King Solomon, and had conquered the neighbouring tribes around him, assumed the title of Emperor of Abyssinia, and expected an alliance with England on equal terms. The British Government sent Captain Cameron as consul to Abyssinia, in 1861, who on his arrival was welcomed by Theodore, who wrote a letter to Queen Victoria, which was forwarded by the Consul. For a long time this letter was unnoticed, and was not mentioned in the reply of Earl Russell to Captain Cameron. This excited the anger of Theodore, and in a visit which the Consul made to a frontier province, he suspected a desire to assist the Egyptians, who he believed were preparing to invade Abyssinia. In revenge for what he regarded as insults and injuries, the half-savage monarch made prisoners of the Consul and all the Europeans he could seize in his territories. Among these were some missionaries, who were treated alternately with kindness and severity, according to the caprice of Theodore, sometimes being put in irons, and removed from place to place, but generally kept strictly

guarded in his camp. Letters passed between Theodore and the British Government, who sent Mr. Rassam, with Lieut. Prideaux and Dr. Blanc, on a mission to him with handsome presents, to obtain the release of the captives. At first they were courteously received, but before the negociations began, they were seized, and taken as prisoners to Theodore's camp. Every effort to induce Theodore to release them proving useless, the British Government resolved to send an expedition to compel their deliverance. The expedition was sent from Bombay. Colonel Mereweather, the Resident at Aden, was dispatched in advance to select a place for the landing of the troops, and he fixed upon Zoola, a small village in Annesley Bay. H.M.S. "Satellite" and other ships anchored in the Bay, piers and store houses were constructed by the sailors, wells were dug, and mules and cattle purchased for the transport service. Sir Robert Napier was appointed to command the expedition, with Major-General Sir Charles Staveley as second in command, having under them a force of nearly twelve thousand men, four thousand of them being British troops, with about fourteen thousand camp followers. Sir Robert Napier arrived in the "Octavia," January 3rd, 1868, and found a port formed on a desert shore, friendly intercourse existing with the native tribes, and an advanced force established at Senafé in the highlands of Abyssinia. At the request of Sir R. Napier, Commodore Heath, in command of the squadron, organised a Naval Brigade of eighty-three men, with twelve twelve-pounder rocket tubes, in two batteries, commanded by Commander Fellowes of the "Dryad." When the troops began their march inland, the Brigade formed part of the First Division under General Staveley. Upon the news of the British advance, Theodore retreated to Magdala, a natural fortress of immense strength, situated about four hundred miles from the coast. The march to this stronghold was over a sea of mountains, with difficult passes, and intersected by ravines filled with rocks and loose boulders. Day after day the force toiled on, over

mountains eleven thousand feet above the level of the sea, suffering greatly from want of water, the days being oppressively hot, and the nights often excessively cold after sunset. All superfluous baggage and tents were left behind, the rations were of the roughest, no spirits, and scarcely any tea were to be had, and the officers fared as their men. On the 8th of April, the British reached the Talanta plateau, about fifteen miles from Magdala, and in view of the fortress, and after a day's halt, the advanced division was ordered to move forward at daybreak. Magdala itself was found to be situated on the highest of three hills, rising more than nine thousand feet above the sea level, precipitously from the plain. Almost in front of it were two other hills of less elevation, called Fahla and Sellasye, the latter being connected with Magdala by a ridge about a mile in length, flanked by precipices sloping down to ravines three thousand feet below the level of the hill. Theodore, with his army and guns, were posted on the flat top of Fahla, between which and the British camp was a deep ravine. On April 10th, the baggage of the British proceeded up the ravine in charge of the Belooches and a guard of the 4th Regiment, the remainder of the column marching along the hill to protect it from an attack in flank. By some misunderstanding, the Belooches reached the plateau and piled arms, awaiting the arrival of the second division, the baggage being still slowly toiling up the valley. Theodore, from his hill, seeing the baggage apparently unprotected, sent down his men to attack and seize it. His guns on Fahla opened fire, and several thousand men with yells of defiance, led by chiefs on ponies, rushed furiously down the road connecting the hills of Fahla and Sellasye. When the head of the body reached the plateau, it divided, part advancing across the plain, and the remainder rushing on to attack the baggage train. The 4th was at once ordered to the front, and the Naval Brigade from a knoll which commanded the plateau, sent a volley of rockets among the advancing enemy, which checked their progress, the missiles being new and

strange to them, and enabled the 4th to get into line. The 4th being armed with Snider rifles, here used for the first time in actual warfare, opened a heavy fire which made terrible havoc in the ranks of the enemy, their General fell shot through the head, and the shattered remnant of his troops fled in disorder. The attack of the enemy on the baggage train in the ravine was more serious. The baggage guards defended themselves gallantly, but the Abyssinians pressed forward till the Punjaubees took them in flank, and after pouring volley after volley into them, charged with the bayonet, and drove them back, with a loss of more than five hundred killed. As the enemy withdrew, the Naval Brigade again sent flights of rockets among them till they fled in all directions, few returning to Magdala. The blue jackets then sent a volley of rockets among the guns on Fahla, with so true an aim that the gunners abandoned them, and they were quietly taken possession of a day or two afterwards by three officers and eight men. Theodore was standing near the guns at the same time and asked Mr. Rassam whom he had taken with him, if these strange implements of destruction were used in civilized warfare. The action lasted but about half an hour, and ended in a tempest of rain and thunder. The effect of this complete defeat of his best troops on Theodore, who had considered himself as invincible, was very great. The next morning he made overtures for peace, and sent Lieutenant Prideaux and Mr. Flad into the British camp, to enquire what terms would be given him. The reply was, that his unconditional surrender would alone be accepted, with honourable treatment for himself and family. Theodore declined to surrender, but the captives were released, and arrived safely in the camp. The greater part of his followers refusing any longer to obey his orders, Theodore lost heart, and attempted to escape from his stronghold in the night. But the British were in front, and the Gallas, his most inveterate enemies, had encircled the fortress on all other sides, rendering his escape impossible, so with

the few men that remained faithful to him, he prepared to defend himself to the last. On Easter Monday, April 13th, the position was assaulted and carried by storm. About two, p.m. the artillery and naval brigade, opened a fire of shot, shell, and rockets, on the place, and the Thirty-third, with a company of engineers and sappers advanced to the attack. With the loss of ten men wounded, Magdala was taken. Theodore was found dead, lying shot through the head, and it is supposed that resolving never to be taken alive, he discharged a pistol into his mouth. His body was buried in a church within the precincts of the fortress, the huts of which were burnt, the defences blown up, and all the guns burst and destroyed. The return of the expedition was as successful as its advance, and before the end of June the last man had left Annesley Bay. Commander Fellows was posted, and the seamen and marines received the thanks of Parliament. There were two hundred and thirty-five sailing ships, and ninety-four steamers engaged in this expedition, and they landed over thirty-six thousand transport animals, of which but about seven thousand five hundred were re-embarked. Nearly six thousand camels were employed, only eighty of which returned, the others having died during the campaign, the total cost of which was between eight and nine millions.

THE ASHANTEE MEDAL.

THIS medal was granted by a General Order of June 13th 1874, to all officers and men who had served on the Gold Coast between June 9th 1873, and February 4th 1874. On the obverse is the head of the Queen, veiled and diademed, with the inscription "Victoria Regina." Reverse a bush fight, in relief, from the design of E. J. Poynter, R.A. The name and ship of the recipient, with the date "1873–4" are indented on the edge of the medal. A clasp inscribed "Coomassie" was also issued. Ribbon, alternate stripes of black and yellow, given to both services.

THE ASHANTEE WAR, 1873–74.

CAPE Coast Castle, the town of Cape Coast Colony, on the west coast of Africa, has been in the possession of the British since the seventeenth century, and a tract of country extending eighty miles from the coast to the river Prah, inhabited by the Fantis, is under British possession. To the west of Cape Coast Castle is Elmina, a port formerly belonging to the Dutch. North and west of the river Prah, is the country of the Ashantees, a fierce and warlike race, who had subdued or driven out all the neighbouring tribes, and founded Coomassie as their capital, about one hundred and forty miles to the north of Cape Coast Castle. Their religion is the most degraded fetishism, and hundreds of human beings were slaughtered yearly as sacrifices by their King. The Ashantees had a communication with the sea through Elmina, and the Dutch were in the habit of sending their King an annual present, or as he regarded it a tribute, but the Dutch having exchanged Elmina for some ports higher up the Coast, with the British, the transfer gave great offence to the black potentate, who asserted that Elmina belonged to him, and that the Dutch had no right to dispose of it. The Ashantees looked upon the Fantis with utter contempt, and considering themselves more

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than a match for any force the British could bring against them,* a large force of them crossed the Prah early in 1873 with the intention of capturing Elmina, and fell upon the villages of the Fantis with fire and sword. A few companies of the West India Regiment, with some Houssa police, and a body of Fantis, commanded by Lieutenant Hopkins, endeavoured to stop the advance of the enemy, but after a smart skirmish the Fantis fled, and the Lieutenant was obliged to retreat. The Ashantees took possession of Dunquah, and threatened to attack Elmina, and Cape Coast Castle.

Had they pushed on, it is probable that Cape Coast town and Elmina, would have fallen into their hands, but at this juncture the "Barracouta"' Captain Fremantle, arrived on the spot, having on board a detachment of one hundred and ten marines, commanded by Colonel Festing, R. M. A. The marines landed at Cape Coast Castle, June 9th, and martial law was proclaimed. The native inhabitants of Elmina having joined the enemy, the "Barracouta" bombarded and burnt the town. A body of about two thousand Ashantees advancing upon Elmina, were attacked by Colonel Festing with the marines, a detachment of the 2nd West India Regiment, some Houssas, and a party of seamen from the "Barracouta," "Druid," "Seagull," and "Argus," under Captain Fremantle, and driven back with a loss of two hundred killed and wounded, In spite of this, the whole country beyond the range of the guns of the forts, was in the possession of the enemy. On July 5th Commodore Commerell V. C. (afterwards Admiral Sir J. E. Commerell) arrived in the "Rattlesnake" from the Cape of Good Hope, and assumed the naval command, and the next day the "Himalaya"

* The Ashantees had some reason for considering themselves superior to the British, for in the year 1824 Sir Charles Macarthy, governor of Cape Coast Castle, crossed the Prah with a small force against them, and being deserted by his native allies, was surrounded, and completely destroyed, three white men only escaping. The head of the unfortunate governor was preserved for many years by the enemy as a charm, cr fetish, and it is asserted that their King sometimes drank his rum from the ghastly relic.

arrived from Barbadoes, with the 2nd West India Regiment on board. Four hundred seamen and marines were landed from the ships, but sickness by the end of the month, had reduced the marines to an effective strength of forty-four men, and the whole detachment with the exception of eighteen men, were sent to England in the "Himalaya." Shortly afterwards H. M. S. "Simoom" arrived with a strong body of marines and marine artillerymen, some of whom were soon engaged in a expedition up the river Prah. Commodore Commerell hearing that the enemy were planning an attack on Dixcove at the mouth of the river, proceeded there, and with some boats manned and armed, towed by the steam launch of the "Simoom," ascended the river, to see what facilities it offered of gaining access to the interior of the country, and to establish friendly relations with the chiefs on its banks. In spite of professions of neutrality, he was received by a very heavy fire from the natives concealed in the dense bush, was himself with Commander Luxmoore of the "Argus" severely wounded, and with the loss of four men killed, and sixteen wounded, the boats returned to the "Rattlesnake." The town of Chamah at the mouth of the river was next day shelled by the "Rattlesnake" and entirely destroyed, but Commodore Commerell was compelled by his wound to return to the Cape of Good Hope, leaving Captain Fremantle in command. H. M. S. "Druid" Captain Blake, with the gunboats "Merlin," "Bittern," and "Decoy." were actively employed on the coast, in shelling hostile villages and camps, and from the 2nd of October, when General Sir G. Wolseley arrived from England and assumed the supreme military command, till November 14th, when Commodore W. Hewitt, V.C. landed at Cape Coast from the "Active," and relieved Captain Fremantle, the Navy took the most prominent part in the operations, and was thanked by the Commander-in-chief for the assistance it had given at all times. An expedition was secretly formed to attack the Ashantees in the villages near Elmina. At midnight on October 13th, Sir G. Wolseley sailed

with the "Barracouta" and "Decoy," and landed at Elmina at about four the next morning, with one hundred and eighty sailors and marines, a seven-pounder gun, and a rocket tube.

Some companies of the 2nd West India Regiment who formed the garrison of the place under Colonel Wood (afterwards General Sir Evelyn Wood, K. C. B., V. C. joined the column, and after a long march the enemy were met near a village in the bush, and defeated with loss. Another village was attacked and burnt, and the force returned to the coast, where part embarked, and the remainder marched back to Elmina. The distance covered by the seamen and marines, who had been up all night, was twenty-one miles, through several deep swamps, under a burning sun. In this affair Captain Fremantle was wounded, but was still able to perform his duty. An important position about twenty miles from Cape Coast called Abrakrampa, lying some three miles off the road towards the river Prah, was occupied by a body of natives under Major Russel, and a party of sailors and marines commanded by Lieutenant Wells, R. N. The place had been a missionary station, and contained a church, which had been turned into a kind of keep, the walls being loopholed, a breastwork thrown up, and shelter trenches dug round the huts forming the village. On November 5th the enemy attacked the place in force, and made repeated attempts to carry it by storm, but were unable to face the heavy fire opened upon them, and fell back into the bush which surrounded the post on all sides. As soon as the news reached Cape Coast Castle, every available man was landed from the ships, and made a forced march to the relief of Abrakrampa. The force consisted of twenty-two officers and three hundred and three men drawn from the "Encounter," "Simoom," "Barracouta," "Beacon," and "Bittern," commanded by Captain Fremantle, and was accompanied by Sir G. Wolseley himself. The heat was tremendous, and but about half the men were able to reach Abrakrampa the next day, to find that the enemy had

relinquished the attack, and were retiring in disorder. The seamen and marines, with the 2nd West India Regiment, then advanced towards the Prah, the Ashantees still retreating before them. The West Indians were stationed on the bank of the river, and the blue jackets returned to their ships. The first part of the war was ended, and the invaders driven across their frontier with heavy loss, before the arrival of a single soldier from England, by a small body of sailors and marines, supported by one black regiment. In December, the 42nd Highlanders, the 23rd Regiment, and the 2nd Battalion of the Rifle Brigade, arrived off Cape Coast Castle, in the "Himalaya," "Tamar," and "Sarmatian," but means of transport not being ready, the ships stood out again to sea, the men not disembarking till January 1st. On December 27th a Naval Brigade numbering two hundred and fifty officers and men, commanded by Captain Blake, landed and marched towards Prahsu. The men assisted the Royal Engineers in constructing a bridge across the Prah, which was completed on January 20th, and the whole force crossed the river into the Ashantee territory, the advanced troops reaching the top of the Adansi hills without opposition. Through illness, Captain Blake was compelled to resign the command of the Naval Brigade, and return to Cape Coast Castle where he died. He was succeeded by Commander Luxmore, and accompanying the Brigade were Commodore Hewitt, Captain, (afterwards Admiral Sir W. Hunt Grubbe,) and Lieutenant Rolfe, R.N. At Borborassie, on January 29th, the first engagement with the Ashantees took place, after crossing the Prah. The place was carried with a rush by the Naval Brigade (which had four men wounded) a company of the 23rd, and a detachment of Major Russel's black regiment. On January 31st the decisive action of Amoaful was fought, half the Brigade under Commander Luxmore serving with the left column, and the other half under Captain Grubbe, and Lieutenant G. Noel with the right, the front attacking force being the 42nd Regiment, with a detachment of the 23rd

Fusiliers. The Rifles formed the reserve, and with the remainder of the 23rd, covered the rear. The first shot was fired a little before 8 a.m., but for an hour little advance was made, the Ashantees holding their ground in the bush most tenaciously. The wood was so dense, and the fire directed on the Brigade on the left, where the men were cutting a path, so heavy, that Colonel Wood ordered them to lie down, and reply to the discharges from the bush, which literally filled the air with slugs. A company of Rifles came up in support, and after some sharp fighting the village of Amoaful was taken by the Highlanders soon after noon, and the blue jackets and Rifles having defeated an attempt of the enemy to turn their flank, the Ashantees gave way and retreated, though all firing did not cease till some hours later. Six officers and twenty-six men of the Brigade were wounded, Captain Buckle R. E. and two men of the 42nd were killed, and altogether, including the natives, the casualties on the side of the British were over two hundred and fifty. The loss of the enemy was very heavy, between two and three thousand of them being killed and wounded, among the former being Amanquatia, their Commander-in-chief, and best General. The British bivouacked at Amoaful, and the next day the Naval Brigade, forming the European portion of the advanced guard, under Colonel McLeod, were sent to attack the neighbouring village of Becquah, the capital of one of the Ashantee Kings. The village was soon captured and burnt, the enemy opposing no sustained resistance. In this affair one sailor was killed, and a few wounded. On the night of February 2nd the whole force was concentrated at Aggemamu, and the troops in reply to an appeal from Sir G. Wolseley, agreeing to make their four days' rations last for six days, he determined to advance at once on Coomassie. The river Ordah was reached and a bridge thrown across it on the following day, and with the Naval Brigade bringing up the rear, the British crossed the river. February 4th was a day of hard fighting. After a sharp action the village of Ordahsu was taken, and

leaving the Naval Brigade and a detachment of the 23rd, to hold the place with the baggage, the main body pushed on regardless of all rear and flank attacks. The Highlanders and Rifles, with Rait's guns, carried position after position, till the Ashantees finding it useless to oppose men who advanced heedless of all ambuscades, fled panic stricken towards Coomassie, leaving the road strewn with war drums, chiefs' gilded stools and umbrellas, and killed and wounded. The victors entered Coomassie without opposition at about half past five in the evening, and found the King and his men had fled. This day the casualties of the Brigade, were one officer and four men wounded. The King's palace was blown up, the town set on fire and destroyed, and on the morning of February 6th the return march began. It was impossible to remain longer, owing to the want of supplies, and the rains having begun, the rivers would soon become impassable. The British were not molested on their return, and on February 12th during a halt at Fommanah, ambassadors from King Coffee overtook the army, bringing with them one thousand ounces of gold as an instalment of the fifty thousand ounces demanded, and returned with a treaty of peace which the King eventually signed.* Sir G. Wolseley with the troops reached Cape Coast Castle on February 19th, the native corps were disbanded, and the officers and men of the Naval Brigade returned to their ships. During the campaign, eight men only were killed in action, and about one hundred and sixty were but slightly wounded, but many of the troops, and Naval Brigade died of fever. Of two hundred and fifty petty officers and men of the Brigade, ninety-five per cent were officially returned as having been disabled by sickness at

* Captain J. Glover R. N. who had been administrator at Lagos, raised a large force of friendly natives, and making the river Volta the base of his operations, marched on Coomassie from the east. A small party of British officers were with him, among whom were Commander Larcom, Lieutenant More, Dr. Rowe, and Dr. Bailey, R. N. His undertaking was thoroughly successful, and his advance on the Ashantee capital contributed much towards King Coffee's ulterior submission.

some time or other, and of these, thirty-nine per cent returned to England as invalids. As to their conduct in the field, to quote the words of Sir G. Wolseley—"All fought throughout the campaign with the dashing courage for which seamen and marines are so celebrated."

Since 1874, the Ashantee Medal, or rather one similar, with a clasp, has been given to the officers and men of both services, who have been engaged in operations against the natives on the coast of Africa.

In November 1887, Colonel Sir F. de Winton, with a body of the 1st West India Regiment, aided by boats crews from H. M. S. "Acorn," "Icarus," and "Rifleman," was engaged in a punitive expedition against the Yonnie tribes, who had made a raid into territory under British protection at Sierra Leone. Robario the chief town of the enemy was captured, and on January 2nd 1888, the operations were successfully ended. The forces employed received the medal, with a clasp dated 1887–8. A body of blue jackets and marines from H. M. S. "Boadicea," "Turquoise," "Brisk," "Conquest," "Cossack," "Humber," "Kingfisher," "Pigeon," and "Redbreast," was despatched in October 1890, against the Sultan of Witu, for the murder of nine Germans in his territory. For this service, the medal, with a clasp inscribed—"Witu 1890," was granted.

A Naval Brigade from H. M. S. "Alecto," "Racer," "Sparrow," "Thrush," and "Widgeon," commanded by Lieutenant H. D. Wilkin of the "Racer," was engaged from December 29th 1891, to February 5th 1892, in an expedition up the river Gambia against Fodi Cabba, a robber chief.

On March 12th 1892, another expedition was sent up the river, which captured and destroyed the town and fort of Toniataba. In this expedition, a strong detachment of the 1st West India Regiment, commanded by Lieutenant Colonel Ellis, was engaged. The Naval Brigade was supplied by H. M. S. "Alecto," "Racer," and "Sparrow," under the command of Lieutenants Wilkin and Shrubb, of the "Racer."

The operations were successfully terminated on April 30th, 1892. The forces employed, received the medal, with a clasp dated "1891–2," for the first expedition, and the medal and a clasp with the date "1892," for the second.

A small Naval Brigade from H. M. S. "Herald," and "Mosquito," was employed against a native chief called Liwondi in February and March, 1893. The officers and men engaged, received the medal with a clasp inscribed "Liwondi 1893." Another expedition was sent against the Sultan of Witu in August, 1893. Between the 7th and 13th of the month, Pumwani and Jongeni were captured and hostilities ceased. In this affair a Naval Brigade from the "Blanche," "Sparrow," and "Swallow" was engaged, and the officers and men were granted the medal, with a clasp inscribed "Witu, August 1893."

A party of volunteers from H. M. S. "Blanche," Commander G. R. Lindley, were engaged from August 23rd to August 25th, 1893, in operations up the Juba river to rescue two Englishmen who had been taken prisoners by the Somalis. The officers and men employed in this service received the medal, with a clasp inscribed—"Juba River 1893."

In February, 1894, an expedition was despatched up the Gambia against Fodi Silah, a slave raiding chief in the Combo territory. The "Alecto" and "Satellite" took the initiative in the operations, but on February 18th the "Raleigh" twenty-four guns, with Rear-Admiral Bedford, C.B. arrived in the river, and a naval brigade from the "Raleigh," "Magpie," and "Widgeon," was landed under the command of Captain Gamble of the flag ship. Fodi Silah had made raids on natives living under British protection, and had prevented the trading caravans from the interior reaching Bathurst. It was arranged to advance on this chieftain in two directions, and to take him by surprise, but it was only after fatiguing marches and sharp fighting, that the object of the expedition was gained, with severe loss. Lieutenant W. H. Arnold, first of the "Raleigh," Lieutenant Hervey of

the marines, Lieutenant Meister of the "Magpie," and seventeen men were killed, and Lieutenant Hon. R. F. Boyle, and nearly fifty officers and men wounded, mostly belonging to the "Raleigh" and "Magpie." The operations lasted from February 22nd to March 11th, and for their services, Colonel Corbet, R.M., and Fleet-Surgeon White were made C.B.'s, and Surgeon Bowden was awarded the Distinguished Service Order. The other officers and men engaged received the medal, with a clasp inscribed "Gambia, 1894."

Operations against Nanna, a native chief who had been for years the terror of the Benin river, were commenced in August, 1894. He possessed a fleet of armed canoes, with which he plundered at his will. His stronghold, Brohemie, was situated on the bank of a narrow creek, about two miles from the river, the whole country for miles round being a vast mangrove swamp, overgrown with thick bushes and high trees. As the steam launch of the "Alecto" was proceeding up the creek leading to Brohemie, on August 25th it was suddenly fired on by a concealed battery of heavy guns; every one on board, including Commander Heugh of the "Alecto" was wounded, and the steersman shot dead. As the Commander himself wrote in his despatch—"I at once took the helm, and gave the order to go ahead; this was not at first complied with, but in a few seconds afterwards, Joseph Perkins, leading stoker, got up from where he had been shot. His foot was hanging by threads, and I am proud to say that this man engineered the boat back to the ship under a heavy fire, fainting from loss of blood just as he got alongside the "Alecto," the boat gradually making water, and arriving alongside in a sinking condition." But for the intrepid conduct of Perkins, and Chief Petty-Officer R. H. Crouch,* who sent rockets with such precision among the enemy as to greatly reduce their fire, not a man would have escaped.

* Both these men on their return to England, received the medal for Conspicuous Gallantry, from the hands of the Queen, at Osborne, in January, 1895.

On September 18th, Rear Admiral Bedford in the "Philomel" joined the "Phœbe" and "Alecto" in Benin river, and the "Widgeon" arrived a day or two after. He found Nanna's stronghold blockaded, boats patrolling the creeks, and the ships pitching shells into the town, the roofs of the houses only being visible far away among the trees. The extent and defences of the place were unknown, but it was rumoured that it was armed with artillery and machine guns, and surrounded by swamps, which were almost impassable. A direct attack by the creek was found to be impracticable, so roads were made through the swamps, and Brohemie taken in the rear. The attacking party consisting of bluejackets, marines, and Houssas, with Maxim guns and rockets, under the command of Captain Campbell of the "Philomel," and Captain Powell of the "Phœbe," advanced in two columns, wading waist deep through the swamp and mud, with rain pouring in torrents. The enemy was completely surprised, and when they saw they were taken in the rear, the men stationed at the guns commanding the creek deserted them. Twenty-eight guns were captured in the stockade that fired on the launch of the "Alecto," they were all spiked, and with little resistance the town was taken. Brohemie was found to be a much larger place than had been expected. Many of the houses were of two storeys with iron roofs, with long rows of warehouses, filled with stores, among which were fourteen tons of gunpowder, over one hundred pieces of cannon, from a three to a thirty-two pounder, nearly two thousand flint lock guns, cases of swords and knives, cases of snider ammunition, immense quantities of calicoes, beads, and all kinds of hardware, valued at four thousand pounds, and nearly nine thousand cases of gin, each case containing twelve bottles. Next day, another fortified town three miles distant, was captured and destroyed, with Nanna's war canoes, laden with all kinds of merchandise and valuables. Brohemie was handed over to the Niger Coast Protectorate Officials, and the Admiral left the coast on October 3rd. Captains Campbell and Powell

received the honour of C.B., and the Distinguished Service Order was given to Commander Heugh, and to Lieutenants J. D. Hickley, and G. Gore-Browne. All the officers and men who were landed, or were engaged in boat service in connection with the expedition received the medal, with a clasp inscribed "Benin River, 1894." In April 1895, it was announced that the Queen had approved of the medal with a clasp inscribed, "Lake Nyassa, 1893," being granted to the forces employed in operations in Eastern or Central Africa, against Makanjira and others, in November 1893. A party of seamen were employed on the lake in the "Pioneer and "Adventure," two screw steamers of thirty-five tons, each armed with a nine pounder gun and two Nordenfeldts, Makanjira had killed some Europeans forming part of a surveying party under Captain Maguire. He was defeated in two actions, and his towns burnt, with the result that he agreed to give up the slave trade, and pay an indemnity.

THE EGYPTIAN AND SOUDAN MEDALS.

By a General Order, dated October, 1882, a Medal was granted to all forces who landed in Egypt and served there between July 16th and September 14th, 1882. On the obverse is the head of the Queen, veiled and crowned, with the inscription "Victoria Regina et Imperatorix." Reverse—a Sphinx on a pedestal, above which is the word "Egypt," and below the date "1882." The name and ship of the recipient are indented on the edge. Ribbon, alternate stripes of blue and white. Two clasps were issued with this medal—"Alexandria, 11th July," and "Tel-el-Kebir." The first was given to the seamen and marines engaged in the action of July 11th, and the other to all who were present at Tel-el-Kebir, soldiers, sailors, and marines. At the close of the first war in the Soudan, 1884, a similar Medal, but without a date, was given to all men of both services who took part in the operations against the Arabs in the neighbourhood of Suakin, from February 19th to March 26th, 1884. Ribbon, the same. Four clasps were issued with this Medal, "Suakin, 1884," "El Teb-Tamaai," to those who were present at both these battles; "El Teb," to those who were present at that action only, and "Tamaai" to those who were only engaged in that battle.

By a General Order, at the close of the second campaign in the Soudan, in 1885, a similar Medal was granted to the troops and Naval Brigade, with five additional clasps. Ribbon, the same. The Order announced that—"Individuals already in possession of the decoration will only be eligible to receive such of the clasps specified hereafter as they may be entitled to. All officers and soldiers who served south of Assouan, on or before March 7th, 1885, will be held to be entitled to the Medal, except those who are already in possession of it. All officers and soldiers who were on duty at Suakin between 27th March, 1884, and 14th May, 1885, will also be entitled to the Medal, except those already in pos-

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THE EGYPTIAN MEDAL.

medal is thirteen, and the greatest number given with any Naval medal was four. The Khedive of Egypt gave a bronze star to every officer and man of both services, who was entitled to the English medal. The star is five pointed, and suspended from a bar, on which is a small star and crescent. On the obverse is a Sphinx, with the Pyramids in the back ground, surrounded by a band, with the word "Egypt" and the date 1882, 1884, or 1884–86 above, and the same in Arabic below. On the reverse is the Khedive's monogram in a circle, surmounted by a crown. Ribbon, dark blue. The star was issued without names, but some of the recipients had their names and ships engraved on the reverse at their own expense. All the officers above the rank of captain, who served in the campaign of 1882 received the Order of the Medjidie, the class of the order varying with the rank of the recipient.

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The Khedive's Star.

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THE EGYPTIAN WAR.

BOMBARDMENT OF ALEXANDRIA, JULY 11TH, 1882.

EARLY in the year 1882, what may be styled a revolution took place in Egypt. The army, headed by Arabi Pasha, who had risen from the ranks, set aside the authority of the Khedive, and assumed the supreme power, with the intention of emancipating the country from all foreign control. The Khedive was imprisoned in his palace, Arabi became the head of the national movement, and inscribed on his flags "Egypt for the Egyptians." The British government supporting the Khedive, Arabi threatened to seize the Suez canal, and so block the highway to India. As the Egyptians began to show the greatest animosity towards all foreigners, an English and French fleet appeared before Alexandria, to give moral support to the Khedive, and to protect the European inhabitants. In the month of June, serious riots broke out in the city, many Europeans were killed and wounded, and the remainder driven to seek shelter on board the ships in the harbour. Preparations for war were made on both sides. The fortifications of Alexandria were strengthened, new batteries constructed, and the garrison increased. Admiral Sir Beauchamp Seymour, commanding the British fleet,* ordered the Egyptians to discontinue their operations, with no effect, upon which he sent in an ultimatum threatening an immediate bombardment, unless the working on the fortifications was suspended, and the batteries temporarily surrendered to him. No attention was paid to this demand, and the British fleet prepared for action. The French fleet, by orders from Paris,

* The fleet consisted of the "Alexandra" twelve, Admiral Sir B. Seymour, Captain F. Hotham, "Sultan" thirteen, W. J. Hunt-Grubbe "Superb" four, T. Le H. Ward, "Invincible" ten, R. H. More Molyneux, "Monarch" six, H. Fairfax, "Inflexible" four, J. H. Fisher, "Temeraire" eight, H. F. Nicholson, "Penelope" ten, G. D'Arcy Irvine, "Beacon" Commander G. W. Hand, "Condor," Commander Lord C. Beresford, "Bittern," Commander T. S. Brand, "Cygnet," Lieutenant C. D. Ryder, "Decoy," Lieutenant A. H. Boldero, gunboats; and "Helicon," dispatch vessel, Lieutenant W. L. Morrison.

had left Alexandria; all neutral vessels were warned to leave the harbour, and the British fleet steamed out, and took up a position opposite the outer forts. On the evening of July 10th, the "Invincible," "Monarch," and "Penlope," anchored to the west of Fort Mex, and by daybreak the next morning all the other ironclads were in the positions assigned to them. The "Sultan," "Alexandra," "Superb," and "Inflexible," were opposed to the forts at Pharos Point, and the Ras-el-Tin, or lighthouse batteries, while the "Temeraire" supported the "Invincible," "Monarch," and "Penelope," in the attack on Fort Mex and the adjoining batteries. The gunboats "Bittern," "Condor," "Decoy," "Cygnet," and "Beacon," were placed behind the ironclads, with orders to hold themselves at the disposal of the Admiral. At half-past six all the ships cleared for action, which was begun by the "Alexandra" pitching a shell into Fort Ada. It was immediately replied to, upon which all the ships and forts opened fire, and the engagement became general. The wind was favourable to the Egyptians, and after the first broadside or two a thick cloud of smoke enveloped the ships, rendering it impossible to see the effect of their fire, which could only be directed from the tops. About half-past eight Fort Marsa-el-Kanat was blown up by shells from the "Invincible" and "Monarch," and by nine o'clock, the "Temeraire," "Monarch," and "Penelope," had disabled all the guns but four, in Fort Mex. About half-past ten the "Sultan," "Superb," and "Alexandra," anchored off the Lighthouse Fort, and by their well directed fire, aided by the "Inflexible," which joined them about half-past twelve, most of the guns in the Ras-el-Tin batteries were silenced. Early in the action, Lord C. Beresford in the "Condor," with two sixty-four pounders, and one seven inch rifled gun, steamed away to the west and engaged the Marabout Fort, whose ten-inch rifled guns were playing on the ships engaging Fort Mex. The excellent practice of the "Condor" diverted the enemy's fire, and Admiral Seymour seeing the disproportion of force sent the

other gunboats to assist her. Soon after eleven o'clock the gunboats had silenced Fort Marabout, and joined the iron-clads before Fort Mex. At two p.m. this fort having ceased firing and the guns seeming to be abandoned, a party of volunteers, under the command of Lieutenant Bradford of the "Invincible," and flag Lieutenant Hon. H. Lambton, landed through the surf, covered by the gunboats, and found the place deserted by all but the dead. The guns in the Fort were destroyed by charges of gun cotton, or spiked, and the party re-embarked without loss. About half-past five all firing ceased, and the ships drew off the shore, and anchored for the night.

THE upper works of the "Invincible," "Inflexible," and "Penelope" were a good deal damaged, and the "Sultan" and "Superb," were struck in many places, but none of the projectiles of the enemy pierced the armour of any of the ships. The "Alexandra"* suffered most, but the "Temeraire" and "Monarch" escaped without damage. The casualties of the British were six men killed, and twenty-seven wounded. The next morning, the "Inflexible" and "Temeraire" stood in and fired a few shots into Fort Pharos, which hoisted a white flag, and all resistance from the batteries ceased. During the night Alexandria was seen to be in flames, the retiring Egyptians having set the European quarter on fire, and liberated all the convicts, who plundered the houses, and massacred all the Europeans they could find. A force of seven hundred seamen and marines was landed with Gatling guns, who found that Arabi with his troops, and most of the inhabitants, had left the city. Commander Lord C. Beresford was placed in command of a party of seamen acting as police

* During the action, a ten inch shell penetrated the side of the "Alexandra," and lodged on the main deck. Mr. I. Harding the gunner, hearing a shout—"There is a live shell just above the hatchway," rushed up from below, took some water from a tub standing near, and threw it over the burning fuse, and then picked up the shell and put it into the tub. For this act of heroism, which probably saved many lives, Mr. Harding received the Victoria Cross.

in Alexandria, the streets were cleared of thieves and rioters, all incendiaries shot, and all natives entering the place disarmed. On the arrival of troops from England, Major-General Sir A. Alison assumed the command at Alexandria, and most of the seamen except those serving on Captain Fisher's armoured train, returned to their ships. For his services Admiral Sir F. B. Seymour received the thanks of Parliament, and was raised to the peerage by the title of Lord Alcester, with a grant of twenty-five thousand pounds.

Operations in Egypt, and Battle of Tel-el-Kebir.

September 13th, 1882.

On July 24th some British troops moved out from Alexandria to Ramleh, a place about six miles distant, of which they took unopposed possession and fortified, it being within six or seven miles of Arabi's entrenched position at Kafrdowar. More troops arrived from England, and as the enemy were continually strengthing their defences, on August 5th General Sir A. Alison made a reconnaissance in force. Besides the troops, he had under his orders about one thousand marines commanded by Colonel Tuson, and Captain Fisher's ironclad train manned by two hundred seamen. In the train was mounted a forty-pounder Armstrong gun, a Nordenfeldt gun, and two Gatlings, all the waggons being protected by two inch armour plates, and sandbags. With the force were also two nine-pounders, manned by the sailors. The Egyptians showed a bold front, but after a sharp skirmish were completely routed with loss, and the British returned to their position at Ramleh. The blue jackets from the train, and with their nine pounders, covered the advance and retiring of the troops, and suffered most, having two men killed and twenty-four wounded. General Sir G. Wolseley arrived from England on August 15th, and at once changed the base of operations from Alexandria to the Suez canal. On August 19th, Captain Fairfax of the "Monarch" with five hundred seamen and

marines, took possession of Port Said, and the following day, Captain Fitzroy of the "Orion," occupied Ismailia with but little resistance by the enemy. The Egyptians made an attempt to re-take Ismalia, but the dispositions of Captains Fitzroy and Stephenson, aided by the fire of the "Carysfort" and "Orion," compelled them to retire. The Suez end of the Canal was taken possession of by Admiral Sir W. Hewett,* who sent Captain Hastings, with the gunboats "Seagull" and "Mosquito," and two hundred men of the Seaforth Highlanders under Major Kelsey, against a body of Egyptians encamped at Chalouf, about seven miles from Suez, and drove them from their position with a loss of one hundred killed, and sixty-two prisoners. On August 24th a party of seamen, under the command of Lieutenant King-Harman of the "Orion," with two Gatling guns, and some Royal Marine Artillery, took part in an action at Tel-el-Mahuta, which ended in the repulse of the enemy. A battalion of Marines, and Marine Artillery, were engaged in the battle at Kassassin August 28th, under the command of General Graham, where after a day's hard fighting, the cavalry charged, and completely routed the Egyptians. A Naval Brigade of two hundred and fifty men was formed at Ismailia for service at the front, under the command of Captain Fitzroy, of the "Orion." In a second action fought at Kassassin, on September 9th, Lieutenant Purvis of the "Penelope," while in charge of a forty pounder in a truck, had his foot carried away by a shot, and the Marines engaged captured two Krupp guns. Two days after, the whole expeditionary force, including a contingent from India, was assembled at Kassassin, and on September 12th, Sir G. Wolseley after a final reconnaissance of the position of the enemy, explained his plan of attack to his officers. This was to move with the whole of his forces at nightfall, and marching eight miles through the desert, to

* On September 1st, Rear Admiral Sir W. Hewett landed a Naval Brigade at Suez, consisting of one hundred and fifty seamen from the "Ruby" and "Dragon," and a body of marines from the "Euryalus" under the command of Commander E. G. Hulton.

attack the Egyptian entrenchments with the bayonet at daybreak. The position of the enemy was defended by sixty guns, and a disciplined force of about twenty thousand men, besides several thousands of irregular troops. The British army consisted of eleven thousand Infantry, and two thousand Cavalry, with sixty field guns. In the evening the Camp was struck, and the troops marched out, piled their arms, and lay down on the sand till one o'clock in the morning, when they silently fell into rank and advanced across the desert, guided by the light of the stars. As day began to break, the dim outlines of the entrenchments became visible. The Marines formed part of General Graham's Brigade on the right, the Marine Artillery were in the rear of the Fourth Brigade, and the Naval Brigade with six Gatling guns, was on the left, with the Indian Contingent. The blue jackets also manned an iron-clad train on the railway, carrying a forty-pounder. Alison's Highlanders were within three hundred yards of the enemy's works, before the Egyptians seemed to be aware of their presence. Then suddenly a few shots were fired by an advanced picket, followed immediately by a blaze of fire along the whole line. A storm of bullets swept over the heads of the advancing troops, who with a ringing cheer dashed on at the double to the sound of their pipes, without firing a shot. The first entrenchment was speedily carried, but from a second the enemy poured in a heavy fire ; this presently was also carried with a rush, and the Egyptians broke and fled. The gallant Lieutenant Wyatt Rawson,* R.N., naval aide-de-camp to Sir G. Wolseley, who

* Of Lieutenant Rawson, who had served under him in the Ashantee expedition, Sir G. Wolseley wrote thus : "Of my Aides-de-camp, I have to regret the loss of Lieutenant Rawson, R.N., who was mortally wounded at Tel-el-Kebir. During the many journeys I made by night, I found him of great use in directing our line of march correctly, through his knowledge of the stars. On the 13th instant, I consequently selected him to conduct the Highland Brigade during the night to the portion of the enemy's works where I explained to him I wished them to storm. This duty he performed with the utmost coolness and success, but lost his life in its execution. No man more gallant, fell on that occasion."

had guided the Highland Brigade by the stars during the night, which was very dark, was among the first to enter the entrenchments, and fell, mortally wounded, between the first and the second. General Graham's Brigade on the right was vigorously opposed, but the defences were stormed, or turned, one after another, and within an hour from the commencement of the attack the whole Egyptian army was flying in complete rout. The marines being in the front line of the attack suffered rather heavily. Major Strong and Captain Wardell were shot dead while leading on their men within twenty yards of the enemy, and three men were killed, and fifty-four officers and men wounded, a loss only exceeded by two other battalions engaged. The men of the Naval Brigade had no casualties. They fired on, and dispersed some Egyptian cavalry, but on reaching the lines of the enemy they found them deserted. The rest of the day they spent in bringing in the wounded, and burying the dead. In the evening the Brigade started for Zagazig, but on the 17th of September, it returned by rail to Ismailia, and the men rejoined their ships.

THE WAR IN THE SOUDAN.

Battle of El-Teb, February 29th, 1884.

The Khedive had been re-instated in Egypt, and the English were making preparations for the evacuation of the country, when in 1883 a formidable insurrection broke out in the Soudan against the Egyptian rule. It was headed by a fanatic who assumed the title of the Mahdi, or Messiah, and who was regarded by the Soudanese as the successor of Mahomet, and their deliverer from the yoke of Egypt. A force sent against him under Hicks Pasha, was almost annihilated on November 3rd, and the followers of the Mahdi overran the Soudan, and besieged the Egyptian garrisons in the towns they occupied. One of his chieftains, called Osman Digna, had invested the towns of Sinkat and Tokar, and was threatening the port of Suakin, on the Red Sea. Admiral Sir W. Hewitt was ordered to protect Suakin, and with the "Sphinx," "Decoy," "Ranger," and "Euryalus," anchored off the town, landed a body of seamen and marines, and effectually defended it against Osman Digna and his followers. Valentine Baker Pasha, with an ill-disciplined army of five thousand Egyptian troops, was sent to relieve the beleaguered garrisons. He landed at Trinkitat, and proceeded towards Tokar, but was attacked by Osman Digna at El-Teb, on the 1st of February, and completely defeated, with the loss of more than half his men, nearly all the British officers who were with him being slain. English troops were despatched from Egypt and Aden, who assembled at Suakin under the command of Major-General Graham, and were conveyed by sea to Trinkitat, where they disembarked on February 23rd. A day or two previously the garrison of Tokar surrendered, and joined the enemy. Most of the stores being landed, the troops marched out of Trinkitat, and encamped at Fort Baker, about two miles on the road towards Tokar. A Naval Brigade of thirteen officers, and one hundred and fifty seamen, with six machine guns, was with the force, under the orders of Commander E. N.

Rolfe of the "Euryalus," who had served with the Naval Brigade in Ashantee. A battalion of nearly four hundred marines, and marine artillerymen, commanded by Colonel Tuson, also accompanied the troops. On the morning of February 29th, the advance towards Osman Digna's position at El-Teb began, the formation being a hollow square, the transport animals and hospital equipment being in the centre. The Naval Brigade with their machine guns, occupied the intervals of the angles at the front, and the Royal Artillery the angles in the rear, both corps dragging their guns by hand. The square slowly advanced over the track taken by Baker's illfated troops a few weeks before, whose decaying bodies were lying about in hundreds, polluting the air. Contrary to their usual custom, the Arabs awaited the attack in an entrenched position, marked by a number of flags, nearly a mile in length, on a low ridge. As the column approached the ridge, guns could be seen placed to meet a direct attack, and General Graham decided to turn the position, and work round its flank. The square was marching past the left of the enemy a few hundred yards distant, when a sharp fire of musketry broke out among the scrub, and two Krupp guns manned by some of the garrison of Tokar, opened on it with case shot and shell. Fortunately the aim was too high, most of the projectiles passing harmlessly over the column, and but little damage was done. The square halted, the men were ordered to lie down, and the machine guns of the sailors, and the guns of the Royal Artillery were brought into action. A stream of bullets was poured into the enemy, the Krupp guns being taken in reverse were silenced, and the gunners were killed or driven from their posts. Then the order was given to advance, the bagpipes struck up, the men sprang to their feet with a cheer, and went straight at the enemy's position. From every bush and pit the Arabs leaped up, and rushed on the advancing troops. The brunt of the attack fell on the 42nd, the 65th, and the Naval Brigade. But the enemy were swept away by the

deadly fire of the machine guns and* rifles, and in spite of their desperate rushes, not one of them broke through the line of bayonets. Their position was carried, their guns captured and turned against them, they were charged and broken by the cavalry, but they fiercely contested every foot of ground, till the village of El-Teb was taken, when they gave up the contest, and sullenly retired in the direction of Tokar. The loss of the British was thirty men killed, including four officers, and about one hundred and sixty officers and men wounded. Of the Naval Brigade, Lieutenant Royds of the "Carysfort" was mortally wounded, and three seamen killed†. The next day Tokar was taked without any opposition, and a quantity of rifles and ammunition destroyed. The troops then returned to Trinkitat, and re-embarked for Suakin.

Tamaai, March 13th, 1884.

The power of Osman Digna though shaken, was yet far from destroyed. The troops from El-Teb had scarcely reached Suakin, when they were again put in motion against a strong body of Arabs which he had collected at a place called Tamaai, and with which he threatened destruction to all unbelievers. On March 11th the 42nd regiment marched out of Suakin to Baker Pasha's Zeriba, midway to Osman Digna's

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* Captain A. K. Wilson of the "Hecla," serving as a volunteer with the Naval Brigade, received the Victoria Cross for his bravery at El-Teb. As the troops charged the Krupp battery, the enemy nearly broke in at the corner of the square between the 65th, and Naval Brigade, who were dragging up a Gardner gun. Captain Wilson rushed into the gap, and fighting desperately, prevented some of the seamen from being speared. His sword broke in his hand, he was wounded and would have been killed but for the support of some men of the 65th.

† In a General Order after the battle, Sir G. Graham said of the Naval Brigade—"The General Officer thanks the Naval Brigade for their cheerful endurance during the severe work of dragging the guns over difficult country when suffering from heat and scarcity of water, and for their ready gallantry and steadiness under fire while serving the guns. The Naval Brigade contributed materially to the success of the action, and the General Officer commanding cannot too highly express his thanks for their services."

position, where they formed an entrenched camp for stores and water. The next day, the main body of the troops, with General Graham, joined the 42nd at their camp, and the whole force in two squares, advanced towards Tamaai, halting at night about two miles from the position of the enemy. At nine at night, Commander Rolfe, R.N. went out alone from the camp to reconnoitre the enemy, and found them asleep round their watch fires, so he concluded that no night attack was meditated. But about one o'clock the Arabs opened a random fusilade on the British, which they kept up the remainder of the night, fortunately with but little effect. The next morning at eight o'clock, the troops were formed in two brigades, at about one thousand yards apart, the second Brigade under the command of General Davis, leading, with this brigade, consisting of the 42nd and 65th Regiments, were the marines, and Naval Brigade with machine guns. Then came the Artillery, followed on the right by the first Brigade commanded by General Buller. Two squadrons of cavalry were sent to the front as skirmishers, and a brisk fire began on both sides, till the Arabs advancing, the cavalry fell back, and the second Brigade pressed forward, with a heavy fire of of rifles and machine guns. The 42nd who were in the front, with a cheer charged the enemy at the double, but this movement leaving a gap between them and the 65th, the Soudanese seeing their advantage, rushed like a torrent on the right side of the square, and threw it into confusion. The 65th gave way and fell back upon the Marines, both regiments being inextricably huddled together, so that they had scarcely room to use their weapons, and the Naval Brigade surrounded by a mass of soldiers mixed in a wild *melèe* with the foe, and fighting hand to hand, were unable to use their guns, and were compelled to abandon them, with a loss of three officers and several men. But Buller's brigade came up on the right rear with the steadiness of troops on parade, and with its close and deadly volleys actually swept away the enemy, not one of them being able to get near enough to use his spear.

The officers of the second brigade then succeeded in checking further retreat, the men were re-formed, and the two brigades advanced abreast. The machine guns were retaken, and turned with great effect on a fresh body of Arabs, who charged out of a deep ravine in front, and rushed on the troops with wild yells and glistening spears, till the terrible fire prevailed over the heroic valour of the enemy, who began to retreat, leaving a trail of bodies behind them. The ravine was cleared, and the battle was virtually over, but it was dangerous to move about the field, as wounded Arabs lay among the scrub and rocks, who refused all quarter, stabbing and firing on all who came near them. If disarmed, they would try to crawl to the nearest weapon to have a chance of killing an infidel, and so going straight to Paradise. At half-past ten, an advance was made to the wells of Tamaai, three miles from the battle field. A party of the enemy seeming inclined to renew the contest, the guns opened on them with such effect, that they dispersed, and fled to the hills. Two of Osman's flags were taken, and the next day his camp, with the village of Tamaai were destroyed, and the troops returned to Suakin. The Naval Brigade lost three officers, Lieutenant Montressor of the "Carysfort," Lieutenant Almack of the "Briton," and Lieutenant Stewart of the "Dryad." Together five officers and eighty-six men were killed, and eight officers, and one hundred and three men wounded. Eighteen men were returned as missing, but afterwards reported among the killed. Many men died subsequently of their wounds. According to the correspondent of the *Standard*, the loss of the Arabs in killed alone, was at least three thousand.

SUAKIN, 1884.

After his defeat at Tamaai, Osman Digna was reported to be occupied in the Tamanieb valley, about four miles from the last battlefield, in collecting more tribesmen to oppose the British. Native spies brought in the information that Osman

was encamped near Tamanieb, with about two thousand men, who were eager to fight again. On March 25th, General Graham, with the 10th and 19th Hussars, 42nd, 60th, 65th, and 75th Regiments, mounted infantry and marines, marched out from Suakin once more against the Lieutenant of the Mahdi, Admiral Sir W. Hewett landing two hundred seamen to hold the town in the absence of the troops. The heat was intense, and there were many cases of sunstroke. The troops bivouacked at night in an oblong square, and the next morning the cavalry and mounted infantry were sent on in advance, and two or three skirmishes took place during the day. The Arabs fired at a distance, and did not come to close quarters. Early in the morning of March 27th the troops advanced up the valley, the cavalry being out all round as scouts. The enemy were driven from a height on which they attempted to make a stand, by the artillery, Osman's camp, or the remains of it were destroyed, and the troops returned unmolested to Suakin. A few days after, Sir G. Graham and most of the troops sailed for Cairo, and England, leaving at Suakin a small garrison, including a battalion of marines. For many months the town was practically in a state of siege, being almost surrounded by the followers of Osman Digna, who harassed the garrison with constant nightly attacks. The officers and men of the "Coquette," "Sphinx," "Briton," "Tyne," "Woodlark," "Myrmidon," and "Albacore," were continually engaged with the enemy in boats at night, or in manning machine and field guns in defence of the causeway, and weak points on the flanks. Lieutenants F. G. Kirby of the "Briton," H. Talbot of the "Carysfort," and M. H. Seymour of the "Dolphin," did special service in the construction and working of land mines, which protected the outlying defences of the place, and caused much annoyance to the enemy. Lieutenant P. Smythies in the "Albacore" for some time defended the south side of the town, and was frequently attacked by the Arabs from the quarries, situated two hundred to three hundred yards distant from the town and harbour,

which afforded them excellent shelter. Some nights the enemy lost heavily by the explosion of mines, and guns trained on them from the ships. The firing of the Arabs was almost harmless, being volleys fired at random, generally at long ranges. In these attacks night after night, lasting for several months, but one Englishman was wounded, and five or six natives killed, mostly by spent shots.

THE NILE, 1884-85.

THE British Government having decided to abandon the Soudan, General Gordon, R.E., of Chinese celebrity, and who had been Governor of the equatorial provinces of Africa under the Khedive, was sent to Khartoum, to withdraw the Egyptian garrisons from the country, and to make the best arrangements he was able for its future government. He had no connection with the Egyptian Government, which he declined to serve under any circumstances. General Gordon reached Khartoum on February 18th, and was received by the inhabitants with the greatest enthusiasm, but he soon discovered that the evacuation of the Soudan by the Egyptian garrisons had become impracticable. Shortly after his arrival the whole country south of Berber declared for the Mahdi, in May, Berber was captured, and Gordon himself, with Col. Stewart was closely besieged in Khartoum. For months he defended himself with the greatest skill and valour against overwhelming odds, but it was not until August that the British Government decided to dispatch an expedition for his relief under the command of General Lord Wolseley. Troops were sent from India and England to Egypt; eight hundred boats were built in England, at a cost of £75 each, for the conveyance of the troops up the Nile, steam pinnaces, and light steamers were provided for towing purposes, and five hundred Canadian boatmen, with three hundred Kroomen, were employed to navigate the boats and steamers over the cataracts of the river. A Naval Brigade selected from

the Mediterranean fleet, under Captain Lord C. Beresford, took a full share in the toil of the expedition, and were of the greatest assistance in transporting men and stores up the river, and dragging boats by main strength through the rapids, and over the cataracts. The advance of the troops up the Nile lasted nearly four months, and was extremely difficult and laborious. Some of the cataracts extended for two or three miles, and all the stores had to be taken out of the boats, carried miles round over broken and rocky ground, and then shipped again beyond the obstruction. It often took seventy men to haul one boat through the rapids, and on some days the whole progress made was under a mile. Many of the boats were capsized and wrecked, and fifty men, including ten Canadians, were drowned before the expedition reached Dongola. On January 5th, 1885, the first division of the Naval Brigade, consisting of four officers and fifty-men, under Lieutenants Pigott and De Lisle, arrived at Korti, where Captain Lord C. Beresford took the command. The second division, under Lieutenants E. Van Koughnet and R. Poore, consisted of six officers and fifty petty officers and seamen, the strength of the two divisions being thirteen officers and one hundred and one men. On January 8th, the first division marched from Korti, with the column commanded by General Sir Herbert Stewart. Three months before, General Gordon had sent Colonel Stewart and Mr. Power, down the Nile to Dongola, to endeavour to open communication with the advancing force, but their steamer was wrecked near Berber, on October 6th, and the two Europeans, with most of their party, were massacred by the natives.

ABU KLEA,
January 17th, 1885.

THE situation of Khartoum being known to be critical, General Sir H. Stewart was dispatched early in January, by Lord Wolseley, with sixteen hundred men and two

thousand camels, across the desert to Metammeh, on the Nile, about one hundred and seventy miles from Korti; from whence he was to proceed in Gordon's steamers to Khartoum, one hundred miles further up the river. After a long and waterless march, the column reached Gakdul, one hundred miles from Korti, on January 12th, without meeting any opposition. Water was found here in abundance, and a halt made for two days. The march was resumed, and on January 16th, the scouts of the 19th Hussars reported the enemy to be encamped in force, about four miles from the wells of Abu Klea. The troops were in need of water, but formed a zareba, a breastwork of prickly thorn bushes, about three miles from the position of the enemy, and slept on their arms, exposed to a desultory fire all night, by which five or six men were wounded, and some camels killed. At six o'clock on the morning of January 17th, the troops were formed outside the zareba, the skirmishers were sent out, and a brisk fire was kept up for some time on both sides, but the enemy would not be drawn from their position. About nine o'clock in the morning, leaving most of the camels and the sick and wounded in the zareba with a guard, the rest of the troops advanced in form of a square, the Naval Brigade with a Gardner gun being in the centre of the rear face. Lord C. Beresford was ordered if the square should be attacked in the front or either of the flanks, to use his own judgment as to the best place for the gun. The square advanced for about two miles, under a hot fire from the enemy's riflemen, and was nearly abreast of their position, marked by flags waving on poles, when a body of several thousand Arabs, with loud yells and beating of tom toms, rushed down on the left and left rear of the square, like a rolling wave of black surf. The skirmishers came racing for their lives into the square, and the left face being nearly clear, a volley was sent into the enemy at one hundred and fifty yards distance with deadly effect. The Naval Brigade ran their Gardner gun out about five paces from the square, in

the centre of the left flank, and opened fire. What followed is best told in the words of Lord C. Beresford : " After firing about forty rounds, or eight turns of the lever, I perceived by where the enemy were falling, that the gun had too much elevation, so I gave the order—'Cease firing,' to alter the elevation. In a moment this was effected, and we had again commenced firing on the front ranks of the enemy with the most excellent results, when after about thirty rounds the gun jammed. The enemy were then about two hundred yards from the muzzle of the gun. The captain of it, Will Rhoods, chief boatswain's mate, and myself, unscrewed the plate to clear the barrel, when the enemy were upon us. Rhoods was killed by a spear ; W. Miller, armourer, I also saw killed by a spear, at the same moment, on my left. I was knocked down at the rear of the gun, but uninjured, except a small spear scratch on the left hand. The crowd and crush of the enemy were very great at this point, and as I struggled up I was carried against the face of the square, which was literally pressed back by sheer weight of numbers. The crush was so great, that at the moment, few of either side were killed, but fortunately the flank of the square had been forced up a very steep little mound, which enabled the rear rank to open a tremendous fire over the heads of the front rank men. This relieved the pressure, and enabled the front rank to bayonet or shoot those of the enemy nearest them. The enemy then, for some reason turned to their right, along the left flank of the square, and streamed away in numbers along the rear face of it, where I afterwards heard they effected an entrance. None of them got into the square at the place I indicated, where the crush was, which was held by the mounted infantry. In a very few minutes the terrific fire from the square told on the enemy. There was a momentary waver, and then they walked away. I immediately manned the Gardner, and cleared the jam as soon as I could. This, however, was not done in time to be of much use in firing on the retreating enemy." Many of the rifles

were also rendered temporarily useless from the same cause, the jamming of the cartridges. So furious was the rush of the Arabs that many of them, including a chief on horseback, penetrated the square, where they stabbed the camels, and slew the wounded in their litters, but none of them returned, being every man killed. The battle was won, and at about half past two in the afternoon the square reformed, and advanced to Abu Klea wells, where the troops without covering of any kind bivouacked for the night. The loss of the British, was Colonel Burnaby, and eight other officers killed, nine officers wounded (Lord St. Vincent, and another mortally) sixty-five non-commissioned officers and men killed, and eighty-five wounded. Of the Naval Brigade, Lieutenants Pigott and De Lisle and six men were killed, and seven men wounded. The loss of the enemy was very heavy, being estimated at over two thousand in killed and wounded. At two in the afternoon on January 18th, the camels and men having joined from the zareba, the column started for Metammeh, marching all night, and found itself the next morning at daybreak, six miles from the river Nile, with the enemy in force, barring the way. Sir H. Stewart halted near Abu Kru, and formed a zareba, under a continual fire from the enemy which caused many casualties. The General himself was severely wounded, and the correspondents of the *Standard* and *Morning Post*, were killed. Sir Chas. Stewart then took the command, and decided with the bulk of the troops to march on, and cut a passage to the Nile. Lord C. Beresford with the seamen, artillery, engineers, &c., in all about three hundred men, was left in charge of the zareba, while the remainder of the column, little more than one thousand men, formed in square, and pushed on for the river, under a hot rifle fire from the scrub. As the square advanced, the enemy formed themselves in three V shaped columns, but the seven pounders and Gardner guns in the zareba, opened on them with great effect, destroying the formation of the largest column, and preventing it from joining in the attack.

About two miles from the zareba, a body of several thousand Soudanese made a furious rush on the square, but being repulsed with fearful loss, retreated towards Metammeh. The wearied troops then marched to the Nile, about two and a half miles distant, and bivouacked for the night. The next day, leaving a small force to hold the position on the river, the column returned to the zareba, the dead were buried, the wounded removed, and in the evening the whole force was encamped at Gubat, on the Nile. Here the troops were cheered by the sight of four of General Gordon's steamers, which had been awaiting the arrival of the relieving force for some weeks, on an island a little way above Metammeh. On the 21st of January, a reconnaisance was made towards Metammeh, the column being joined by two hundred and fifty of Gordon's men, with four guns. The place was cannonaded with little effect, and being considered too strong to be taken by assault, the troops retired. Lord C. Beresford took command of the steamers, and reported them ready to start for Khartoum on January 22nd. Two days after, Sir C. Wilson left for Khartoum, with two of the steamers, having on board a detachment of the Sussex regiment, and the Soudanese troops, in all, about two hundred and eighty men. The Naval Brigade remained at Gubat, and Lord C. Beresford, on board one of the steamers, with a party of seamen, a Gardner gun, and some picked marksmen from the troops, patrolled the river up and down daily, for twenty miles, raiding villages, and capturing cattle, goats, and other supplies for the camp. On the 31st of January, the second division of the Naval Brigade, under the command of Lieutenant Van Koughnet arrived, and the following day, Lieutenant Stuart Wortley, who had accompanied Sir C. Wilson, returned to Gubat in a boat, with the appalling news, that Khartoum had fallen through treachery on the night of January 26th, and the heroic Gordon with most of his followers had perished. He also reported that the two steamers were wrecked, and Sir C. Wilson and his men were encamped on an island about thirty

miles distant, in dangerous proximity to a strong earthwork held by five thousand of the enemy. Lord C. Beresford was directed to proceed to the relief of the party, and manning one of the remaining steamers with a crew from the Naval Brigade, and picked men from the mounted infantry, with two Gardner guns, and Egyptian howitzers, he set off up the river, on February 2nd. The next morning a strong earthwork was seen on the left bank of the river, and about a quarter of a mile beyond it, Sir C. Wilson's steamer on the rocks. Lord Charles instructed the riflemen and gun's crews to fire only into the embrasures as the steamer passed the earthwork, and not at bodies of the enemy keeping up a heavy rifle fire from the river's bank, and opening fire from his bow gun, passed the fort at about one hundred yards distance. The fire of the machine guns and the marksmen was so accurate, that the enemy were unable to fire their guns when the fort bore on the beam, but when the steamer had got about two hundred yards beyond it, the Gardner guns could not be brought to bear, and a shot from the enemy penetrated her boiler. The steamer was at once steered towards the opposite bank, and when her way was lost, anchored about five hundred yards from the earthwork. The Arabs seeing her crippled condition redoubled their fire, but Lord C. Beresford mounted one of the Gardner guns aft, and with his seven pounders and riflemen, poured such a fire into the embrasure facing up the stream, that the enemy could neither bring their gun to bear on the steamer, nor remove it to another position. A continual fire was kept up on the earthwork by the guns, and riflemen told off in reliefs, till night, which was vigorously replied to by the Arabs, their rifle bullets rattling like hail on the sides of the steamer, which was protected by thick planks of hard wood, and boiler plates. During the afternoon, Sir C. Wilson's men came marching down the right bank of the river, and halting opposite the steamer, opened fire with two guns and rifles on the earthwork, at long range. His sick, wounded, and

baggage were on board a nuggar, which under the command of Captain Gascoigne, passed the earthwork in safety during the night, though discovered and fired upon by the enemy. As soon as it was dark, the steamer ceased firing, and Captain Beresford hauling his boats close alongside, maintained perfect silence, that the Arabs might think the steamer deserted. By arrangement, Sir C. Wilson's party then marched three miles further down the bank, and halted for the night. After the nuggar passed the earthwork, the enemy fired several shots at the steamer, but no return being made, and all remaining silent, they concluded the crew had abandoned her, ceased firing, and kept tom toming during most of the night. About eleven o'clock the next morning, the boiler of the steamer was cool enough to allow Mr. Benbow, chief engineer, to commence repairing it, a task which took him ten hours to accomplish. In the words of Lord C. Beresford, "Too much credit cannot be given to this officer, as he had to shape the plate, bore the holes in plate and boiler, and run down the screws and nuts, almost entirely with his own hands, the artificers and every one in the stokehole having been scalded severely by the explosion when the shot entered the boiler. The plate was sixteen inches by fourteen, so that some idea can be formed of the work entailed on him." The boiler being repaired, at four in the morning of the following day, February 4th, the fires were lighted and steam got up, the furnace doors being kept shut and every precaution taken, but just before daylight the enemy saw sparks proceeding from the funnel, and finding the crew was still on board the steamer, commenced yelling and firing on her. By this time the anchor was weighed, and the steamer running up the stream for some distance, turned round and came down the river with all speed, keeping down the fire of the earthwork as she passed it, with the machine guns and riflemen. The nuggar containing the sick and wounded of Sir C. Wilson's party, was then seen fast aground, just within range of the Krupp guns in the earthwork. Lord C. Beresford anchored near, and sent Lieutenant C. Keppel, (son of

Admiral Sir H. Keppel) to endeavour to get it afloat. After three hours work, and throwing overboard most of the baggage, under a smart fire all the time, he got the nuggar off without any casualties, and it was taken in tow by the steamer. Proceeding down the river, Lord C. Beresford took on board Sir C. Wilson and his men, and arrived at Gubat in safety the same evening. The casualities of the British in this service, were one seaman killed, and Lieutenant Van Konghnet and six men wounded, inclusive of three who were scalded. Lord C. Beresford praised "the splendid discipline maintained by the men, one and all, during a tremendous fire which lasted thirteen hours." Had the steamer been destroyed, Sir C. Wilson and his whole party would have been massacred.

General Sir Redvers Buller was sent by Lord Wolseley to take command of the troops, with orders to withdraw them from Gubat to Korti. On the morning of February 13th, the Naval Brigade spiked the guns in the two steamers, and threw them with all their ammunition, overboard, and removed portions of the machinery, so as to render the vessels useless to the Arabs. At daybreak the next day the whole force left Gubat, marching on foot, and after a smart skirmish at Abu Klea, reached Gakdul without further opposition. While here, many of the sick and wounded died, among them the gallant General Sir H. Stewart, to the unfeigned regret of every officer and man. During the halt, according to Lord C. Beresford, the Naval Brigade, among other things, were employed "in repairing camel's sides by plugging them with oakum." Korti was reached on March 7th after a desert march of two hundred miles from Metammeh, without a man of the Brigade falling out, and the following day the men were inspected by Lord Wolseley, who praised their conduct in the highest terms. He especially complimented Mr. Benbow for his gallant conduct under fire, and presented him with his own cigarette case as a personal memento. The Naval Brigade was then broken up, and Lord C. Beresford resumed his post as Naval aide-de-camp on the staff of Lord Wolseley, and went with him to Suakin.

SUAKIN, 1885.

THE news of the fall of Khartoum and the death of General Gordon caused a profound impression in England, and the Government, influenced by public opinion, resolved on another campaign for the recovery of the Soudan. Troops from England, Cairo, and India were assembled at Suakin to co-operate with Lord Wolseley on the Nile, and it was resolved to construct a line of railway from Suakin to Berber, a distance of 280 miles. The forces collected at Suakin, comprising a brigade of Guards, an Indian contingent, and a Naval Brigade, drawn from the ships in the Red Sea, was commanded by General Sir G. Graham. The Engineers having fixed upon some hills near the village and wells of Hasheen, about fourteen miles distant, as the site of an entrenched camp, after a reconnaisance, General Graham, on March 20th, moved out of Suakin to occupy the place in force. He advanced in a square formation, the guns and camels being in the centre, and the cavalry scouting in front, and on the flanks. The first ridge of hills was reached without opposition, the enemy falling back as the troops advanced, but on reaching a plain surrounded by rugged hills, the enemy were seen to be posted in strength on a hill to the left. Their riflemen opened a hot fire from among the rocks and scrub, the 49th Regiment and the Marines were sent against them, and after a sharp contest dislodged the Soudanese, who, in their retreat, were charged by the Indian cavalry. But the Arabs being reinforced, rallied and closed in on the Indians, whose movements were hampered by the broken ground, and forced them to retire upon the Guards, who were formed in square. Over two thousand of the enemy, in pursuit of the cavalry, led by a youth on a white camel, rushed with loud yells on the square, but were received with such a withering fire that not one of them reached the outer line of levelled bayonets by several yards. The cavalry having re-formed, again charged the

now disordered Arabs, and scattered them in all directions. Another body of the enemy then made an attempt on the right, but were met by such a hot fire from rifles and artillery that they were unable to concentrate for a charge, and sullenly withdrew, followed by the British. The hills being cleared, at one o'clock the troops were on the point of being withdrawn, when the Soudanese made another furious onset, but were repulsed after a hotter contest than any during the day, and pursued by the 5th Lancers. The 70th Regiment was left to hold two redoubts which the sappers had constructed on the hills, and the rest of the troops returned to Suakin, after an engagement which lasted nearly seven hours. Little more than a week afterwards, the New South Wales contingent of about eight hundred officers and men, landed at Suakin, and were enthusiastically received. It being reported that Osman Digna was again occupying Tamaai in force, on April 2nd, General Graham with about eight thousand men, including the Australian contingent, marched out from Suakin to meet him. After a fatiguing march of five hours Tesilah was reached, where a zareba was constructed, and on the morning following the troops advanced to Tamaai, which place they found unoccupied, and which again they burnt. During the advance some skirmishing took place, in which two men were killed and fourteen wounded, but the enemy would not come to close quarters, and the force returned to Suakin unmolested.

TOFREK,

March 22nd, 1885.

Two days after the engagement at Hasheen, Major General Sir John McNeill, V.C. an officer who had served in India, New Zealand, and Ashantee, marched out of Suakin at daybreak on March 22nd, with a squadron of the 5th Lancers, the 49th Regiment, a battalion of marines, three Infantry regiments of the Indian contingent, and a party of Engineers, in the direction of Tamaai. With the force was a Naval Brigade, drawn from the "Carysfort," "Condor," "Dolphin," "Coquette," and "Sphinx," commanded by Commander W. C. Domville, of the "Condor," in two divisions, each having two Gardner guns. The object of the advance was to construct some zarebas about six miles out, to be garrisoned by the 49th regiment, while the other troops were to return to Suakin. Though the Arabs were seen to be in force on the hills, and spies and prisoners had reported that it was the intention of Osman Digna to attack the British advanced zarebas, no intimation of this seems to have reached General McNeill. Between ten and eleven in the forenoon, the troops commenced making the zarebas, a large one in the centre for the camels, and on the angles of this, two of smaller size, each to contain a battalion, and two Gardner guns, manned by the Naval Brigade. So little was an attack expected, that one zareba being completed, with the guns mounted, and the others in progress of formation, the camels and baggage animals which had brought the supplies, were beginning to move off slowly on their return to Suakin, and a portion of the troops were at breakfast. The working parties were in the bush, hacking at the tough underwood, with a picket or two, and a few cavalry scouts thrown out, but none more than about thirty yards in advance, when suddenly the outposts came rushing in, through the troops at work, with the enemy at their heels, uttering frightful yells. "Stand to your arms"

resounded on all sides, but the men were scattered, many working at a distance from the piles of arms, but all did their best to get into proper position, and form in squares. Everything was in favour of the enemy, before whose furious onset the whole assemblage of transport animals plunged forward upon the zareba. "There was a multitude of roaring camels heaped one upon the other, with strings of screaming mules entangled in one moving mass. Crowds of camp followers were carried along by the huge animal wave, crying, shouting, fighting. Mingled with this mass of brutes and terrified natives, were the Arab swordsmen, hewing and slashing at men and animals with the ferocity of demons. They hamstrung every animal they could reach, and cut the helpless camp followers to pieces, amidst a shower of bullets from all sides, and there can be little doubt but that many men and camels were killed by our own fire in the confused melée." The troops found themselves suddenly engaged in a most desperate hand to hand conflict with masses of fanatical and fearless enemies. The 17th Native Infantry gave way before the terrific rush of the Arabs, Major Van Beverhoudt, their commanding officer, was killed in an attempt to rally his men; and about sixty of the enemy got inside the square of the marines, where they were all shot or bayonetted. Half of the 49th regiment were in their zareba, and the remainder in a rallying square outside. In the first rush of the enemy, about one hundred and twenty of them got into the zareba at the corner, and all were killed after a desperate conflict. The Gardner guns carried destruction among the Arabs, but after a round or two, they became jammed, and the enemy poured like a cataract into the zareba, slashing, and thrusting, and but few of the detachment escaped unwounded. The Marines on the left stood firm as rocks, and the enemy fell in heaps before their well directed volleys. The blue-jackets in the southern zareba, poured a deadly fire from their Gardner guns into the masses of the Arabs as they charged along the front, and the Soudanese realising that

their attack had failed, withdrew, and disappeared in the bush from which they had so suddenly burst forth. In this furious action, which lasted but about half an hour, the Naval Brigade had Lieutenant Seymour (first of the "Dolphin") and six men killed, and many men wounded, the total casualties of the British (exclusive of the Indian Contingent) being seven officers, and sixty-six men killed, five officers, and one hundred and twenty men wounded, and one officer, and one hundred and twenty-four men missing. The Indians had about one hundred and twenty men killed and wounded, and the Departmental Corps, and camp followers suffered severely. Upwards of eight hundred camels, besides transport animals, were also killed. When the clouds of smoke and dust had cleared away, the ground in and around the zarebas was seen to be thickly strewn with the bodies of the enemy. It was computed that over twelve hundred Arabs lay there, for the most part dead. For every man killed there must have been one at least wounded, so their loss in killed and wounded must have amounted to over two thousand men.* The next morning General Graham arrived from Suakin with the Guards, Mounted Infantry, and a convoy of water and stores. A new zareba was constructed away from the vicinity of the reeking battle field, and the wounded were removed to Suakin, and taken on board the hospital ship "Ganges." On the 2nd of May, Lord Wolseley arrived at Suakin, and on the 7th proceeded to Otao and Handoub, and inspected the troops. A few days afterwards he inspected and thanked the Australian Contingent, and on May 16th issued his last General Order, to the

* The fanaticism of the Arabs was amazing. Among their killed were found several women clad as men. As narrated by an eye-witness—"when our men went out to bring in the wounded lying in the bush, these latter crept bleeding on all fours with their spears in their mouths to stab them, and even hobbled on broken legs to attack them. One of our men taking pity on a wounded Arab gave him his water bottle. The Arab took the bottle and drained it, and when he handed it back, he accompanied it with a thrust from a knife, which dangerously wounded the man, in return for his kindness. Many of the Arab wounded entreated our men to kill them, in order that they might be dispatched to a happy land by the hand of the infidel."

"Soldiers, Seamen, and Marines, of the Army of the Soudan." Of the latter he said, "my best thanks are due to all ranks of the Royal Navy, and of the Marines, who have taken part in the recent campaign in the Soudan. Wherever hard work or hard fighting was to be done, the men of those services were to be found, and I am at a loss to say whether they were more remarkable for their hard work or their hard fighting." The Naval Brigade then returned to their respective ships, and Suakin was evacuated by the bulk of the British troops.

GEMAIZAH.

December 20th, 1888.

In the latter part of the year 1888, the Arabs again advanced in force on Suakin, and preparing by the construction of trenches and redoubts to invest the place, General Grenfell, commanding the British and Egyptian troops there, resolved to attack them. The men were under arms before dawn, on December 20th, and at half-past five the action commenced by H. M. S. "Racer" opening fire on the trenches of the enemy. The garrison batteries and forts also opened a heavy fire on the redoubts of the Arabs, which was ineffectively returned. The Soudanese and Egyptian regiments then advanced, the British troops consisting of the 20th Hussars, and the 25th and 41st Foot, being held in reserve about five hundred yards in the rear. The attack was made about seven in the morning, the British infantry opening fire to cover the Soudanese, who rushed on the Arab entrenchments, drove the Dervishes out, and captured a heavy gun. At the same time, the redoubts after a determined resistance were carried, and the enemy were completely routed, and pursued by the Hussars. H. M. S. "Starling," and the Egyptian steamers then shelled the wells. At half past eight the fighting was over, and the Dervishes dispersed, with the loss of about four hundred men, all their *materiel*, and camp. The casualties of the British were four men of the Hussars killed, and two officers and three men wounded. This is the last engagement in the Soudan in which the Navy took part up to the present time, (1895).*

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* The following ships, in addition to those mentioned in the text, were engaged in the operations in Egypt and the Soudan, 1882–88. "Northumberland," "Minotaur," "Iris," "Inconstant," "Thalia," "Tourmaline," "Turquoise," "Eclipse," "Humber," "Cockatrice," "Ready," "Arab," "Mariner," "Ruby," "Serapis," "Tamar," "Agincourt," "Euphrates," "Jumna," "Don," "Ranger," "Wye," "Orontes," "Seahorse," "Chester," "Supply," "Malabar," "Achilles," "Salamis," "Falcon," "Rambler," and "Sandfly."

THE MEDAL FOR LONG SERVICE AND GOOD CONDUCT.

This Medal was granted by an Order in Council, August the 24th, 1831, to the Navy and Marines. At the expiration of every three years a ship had been in commission, the Commander could nominate one in every hundred of the crew, who had served irreproachably twenty-one years, for this medal, which is accompanied by a gratuity of £15 for first class petty officers, or sergeants of Marines, of £7 for second class, or corporals, and £5 for Seamen or Marines. On the obverse, is an anchor and crown, surrounded by an oak wreath. On the reverse are engraved the name, rating, ship, and years of service of the recipient, within a circle, surrounded by the words "For Long Service and Good Conduct." Ribbon, dark blue.

In 1848, this medal was superseded by another, having on the obverse, the head of the Queen, diademned, with the words "Victoria Regina." On the reverse is a full rigged ship at anchor, encircled by a cable, and surrounded by the words "For Long Service and Good Conduct." Ribbon blue, with white borders. The name, rating, ship, and number of years service of the recipient, with the date, are engraved on the edge of the medal.

THE MEDAL FOR CONSPICUOUS GALLANTRY.

This medal was granted by an Order in Council, dated August 13th, 1855. It was given to petty officers, seamen, sergeants, corporals, and privates of the Royal Marines, who distinguished themselves in action with the enemy; in the proportion of eight petty officers, or sergeants and corporals of Marines, and ten seamen, or privates of Marines, for every thousand men engaged, with gratuities of £15, £10, and £5, provided the amount authorised, was not exceeded in any one

year. It was only given for about six months from the date of its issue, as on the institution of the Victoria Cross, in January, 1856, it was superseded, and considered to be no longer necessary. The medal is exactly similar to that given "For Meritorious Service," in the Army,* having on the obverse the diademned head of the Queen, with the words "Victoria Regina," and on the reverse the inscription "For Conspicuous Gallantry," with a Crown above; the whole being surrounded by a laurel wreath. Ribbon, blue, with a white stripe in the centre. Most of the medals have the name and rank of the recipient, with the date of the Action for which it was given, engraved on the edge. On the return of the Naval Brigade from the Ashantee War, the Queen to mark her appreciation of deeds of bravery performed by her seamen, ordered another issue of the medal for "Conspicuous Gallantry." An Order in council dated 7th of July 1874, announced, "that a silver medal has been established for such petty officers and seamen of the Royal Navy, and non-commissioned officers and privates of Royal Marines, as may at any time distinguish themselves by acts of conspicuous gallantry in action with the enemy. The medal may, at the discretion of the Lords Commissioners of the Admiralty, be accompanied by the grant of an annuity (not exceeding £20) in the case of chief and first class petty officers of the Navy, and sergeants of Royal Marines, provided the amount authorised from time to time by the Lords Commissioners of Her Majesty's Treasury is not exceeded." This medal is now given for any war in which the Navy or Marines may be engaged.

* The military medal, for "Meritorious Service," is sometimes given to sergeants of the Royal Marines, and worn with a *blue* ribbon.

THE VICTORIA CROSS.

THIS decoration was instituted by a Royal Warrant dated June 29th, 1856. The Warrant states—"Whereas, We, taking into our Royal consideration that there exists no means of adequately rewarding the individual gallant services either of Officers of the lower grades in our Naval and Military Service, or of warrant or Petty Officers, Seamen and Marines in our Navy, and Non-commissioned Officers and Soldiers in our Army—and the granting of medals both in our Navy and Army, is only awarded for long service or meritorious conduct, rather than for bravery in action, or distinction before an enemy; such cases alone excepted where a general medal is granted for a particular action or campaign, or a clasp added to the medal for some especial engagement, in both of which cases all share equally in the boon, and those who by their valour have particularly signalised themselves remain undistinguished from their comrades. It is ordained, that the distinction shall be styled and designated the "Victoria Cross," and the Cross shall only be awarded to those officers and men who have served us in the presence of the enemy, and shall have then performed some signal act of valour, or devotion to their country. Anyone who, having received the Cross, shall again perform an act of bravery, which, if he had not received such Cross, would have entitled him to it; such further act shall be recorded by a bar attached to the ribbon by which the Cross is suspended, and for every additional act of bravery an additional bar may be added. Neither rank, nor long service, nor wounds, nor any other circumstance or condition whatsoever, save the merit of conspicuous bravery, shall be held to establish a sufficient claim to the honour." The decoration is a Maltese Cross of bronze, attached by the letter V to a bar, on which is a sprig of laurel. On the obverse is the British Lion and Crown, in the centre, and beneath on a scroll, the words—"For Valour." The reverse is plain, with a circle in the centre, in which the

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date of the act of bravery, for which the Cross was given, is engraved. The name and ship of the recipient, are engraved on the back of the bar. Ribbon, blue for the Navy, red for the Army. Every Warrant, or Petty Officer, Seaman, or Marine, who has received the Cross, is entitled to a special pension of £10 per annum, and £5 extra per annum is added for every additional bar. The names of the recipients are published in the *Gazette*, and a registry thereof kept in the Office of the Secretary of State for War. The Warrant of 1856 was revised by another, dated April 23rd, 1881, specifying that the only qualification for the Cross is "conspicuous bravery or devotion to the country, in the presence of the enemy," and that the officers and men of the auxiliary and reserve forces, Naval and Military, were eligible for the decoration. Following is a list of the Naval winners of the Cross from its institution to the present time (1895), giving the date when, and the action or campaign in which the act of bravery was performed, with a brief notice of the same, and the rank the recipient eventually attained.

BOYES, D. G. Midshipman H. M. S. "Euryalus." Seki, Japan, September 6th, 1864. For gallantry in carrying the colours under a heavy fire, at the capture of a stockade, both his colour sergeants having been wounded, (one mortally), the colours were six times pierced with balls.

BUCKLEY, Captain C. W. Crimea, May 29th, 1855. For twice undertaking the desperate service of firing Russian stores, at Genitchi and Taganrog, in a four oared gig, in the face of three thousand Russian troops.

BURGOYNE, Captain H. T. Crimea, May 29th, 1855. For assisting to fire Russian stores at Genitchi, in the presence of a strong force of the enemy.

BYTHESEA, Rear-Admiral J. C. B. Island of Wardo, Baltic Sea, August 9th and 12th, 1854. For his intrepidity, assisted by W. Johnstone, stoker, in seizing Russian dispatches from five men, three of whom they took prisoners, and brought on board the "Arrogant."

CHICKEN, Mr. G. B. Indian Navy. For his bravery at Suhejnee, when he charged into the middle of a body of rebels, and killed five, before he was himself cut down.

COMMERELL, Admiral J. E., G. C. B. Crimea, October 11th, 1855. For crossing the isthmus of Arabat, with William Rickard, quartermaster, and George Milstone, seaman, and destroying large quantities of stores on the Crimean shore of Sivash, and retreating, pursued by the enemy with a heavy fire of musketry.

COOPER, Boatswain H. Crimea, June 3rd, 1855. For performing a desperate service at Taganrog, in landing and firing stores in the face of the enemy.

CURTIS, Boatswain's Mate H. Sebastopol, June 18th, 1855. For rescuing a wounded soldier. *See* Rear-Admiral H. Raby.

DANIELS, Midshipman E. St. J. Inkermann, and Redan, November 5th, 1854, and June 18th, 1855. For his gallant conduct in bringing in gunpowder under a heavy fire, and bandaging the arm of his leader, Captain W. Peel, R. N. on the glacis of the Redan, exposed to a very close and heavy fire.

DAY, Captain G. F. Crimea, October 1855. For successfully making two reconnaissances within the Russian lines at Genitchi, by night, often up to his knees in water.

DOWELL, Lieutenant Colonel G. D., R. M. A. Attack on Viborg, Baltic, July 13th, 1855. For his gallantry in rowing to the assistance of a disabled rocket boat of the "Arrogant," saving three of the crew, and bringing off the boat, under a heavy fire of grape shot and musketry.

GORMAN, Seaman J. Inkermann, November 5th, 1854. For his conduct in defending the Lancaster battery under a heavy fire, using the muskets of the disabled soldiers. *See* seamen T. Reeves, and M. Scholefield.

HALL, coloured seaman W., H. M. S. "Shannon." Lucknow, November 10th, 1857. *See* Commander J. Young.

HARDING, Chief Gunner Israel. H. M. S. "Alexandra,"

Alexandria, July 11th, 1882. For extinguishing fuse of live shell by throwing it into a tub of water.

HARRISON, Boatswain's Mate J. Indian Mutiny, November 16th, 1857. For conspicuous bravery at Lucknow, in volunteering and climbing up a tree to reply to the fire of the enemy.

HEWETT, Rear-Admiral Sir W. N., K. C. B. Sebastopol October 26th, 1854. Being Mate of the "Beagle," for defending his battery with one gun, against a heavy advance of Russians. By mistake an order was brought to spike the gun, which he disregarded, also for conspicuous gallantry at Inkermann, for which he received a clasp.

HINCKLEY, Seaman G. H. M. S. "Sphinx," China, October 9th, 1862. For his gallant conduct at Fung Wha, in volunteering to carry two wounded men to a place of safety, under a heavy fire.

INGOUVILLE, G., Captain of the Mast. H. M. S. "Arrogant." Attack on Viborg, Baltic, July 13th, 1855. For his intrepidity in jumping overboard, swimming to, and recovering a disabled cutter, which had drifted under a battery of the enemy.

JOHNSTONE, Stoker W. H. M. S. "Arrogant." Baltic, August 12th, 1854. *See* Rear-Admiral J. Bythesea.

KELLAWAY, Boatswain J. H. M. S. "Wrangler." Black Sea, Azoff, September, 1855. For returning towards the enemy to assist Mr. Odevaine, who had fallen, and endeavouring to rescue him from fifty Russians. They were both taken prisoners after a stout resistance.

LUCAS, Captain C. D. In the attack on Bomarsund, June 24th, 1854, for throwing overboard a live shell, which had fallen on board H. M. S. "Hector." This was the first act of bravery for which the Cross was given.

MAYO, Midshipman A., Indian Navy. Indian Mutiny, November 22nd, 1857. For his gallantry in leading the advance against two six pounder guns, which were keeping up a heavy fire.

MITCHELL, S., Captain of the fore top of H. M. S. "Harrier." New Zealand, April 29th, 1864. For bringing Commander Hay out of the Gate Pah when mortally wounded, although ordered by that Officer to leave him, and seek his own safety.

ODGERS, Seaman W. H. M. S. "Niger," New Zealand, March 28th, 1860. For being the first to enter a Pah, and assisting to haul down the flag of the enemy.

PEEL, Captain W. The Crimea, 1854–55, October 8th, 1854. For his intrepidity in taking up a live shell from the midst of several powder cases, outside a magazine, and throwing it over the parapet, it bursting as it left his hands, thereby saving the magazine and many lives. On November 5th, 1854, at Inkermann he joined the Officers of the Grenadier Guards in defending the colours of the regiment. On June 18th, 1855, he volunteered to lead a ladder party at the assault on the Redan, and carried the first ladder until he was wounded.

PRETTYJOHN, Corporal J. Royal Marines, Inkermann, November 5th, 1854. For placing himself in an advanced position, and shooting four Russians.

PRIDE, J., Captain of Afterguard, H. M. S. "Euryalus." Seki, Japan, September 6th, 1864. For gallantly supporting Midshipman Boyes when carrying the colours in action, until wounded.

RABY, Rear-Admiral H. J., C. B. Sebastopol, June 18th, 1855, with Captain of Forecastle J. Taylor, and Boatswain's Mate H. Curtis. After the assault on the Redan, for carrying in a wounded soldier under a heavy fire.

RICKARD, Quartermaster W. Black Sea, October 11th, 1855. For remaining to assist a fallen comrade, under a close fire. *See* Admiral Sir J. E. Commerell.

ROBERTS, Chief Gunner J. Black Sea, May 29th, 1855. For setting fire to stores in the face of the enemy. *See* Captain Buckley.

ROBINSON, Seaman E. Naval Brigade. Lucknow,

March 13th, 1858. For having extinguished a fire among the sandbags of a battery, under a very heavy fire of musketry.

SALMON, Admiral N., K. C. B., Naval Brigade, and Boatswain's Mate J. Harrison. Lucknow, November 16th, 1857. For gallantry in climbing a tree under fire, at the angle of the Shah Nujiff, in order to reply to the fire of the enemy, when Captain Peel had called for volunteers.

SCHOLEFIELD, Seaman M. Inkermann, November 5th, 1854. For defending the Lancaster battery. *See* Seamen J. Gorman, and T. Reeves.

SEELEY, Seaman W. H. M. S. "Euryalus." Japan, September 6th, 1864. For his daring conduct in ascertaining the enemy's position, and remaining at the front after being wounded.

SHEPPARD, Boatswain J. H. M. S. "St. Jean d'Acre," Sebastopol, July 15th, 1855. For his gallantry in twice going into the harbour alone in a punt, and endeavouring to blow up a Russian Man-of-war.

SULLIVAN, Chief Boatswain J. Sebastopol, April 10th, 1855. For placing a flag on a mound at great risk, so as to enable fire to be opened on a concealed Russian battery.

TAYLOR, Captain of the Forecastle. Sebastopol, June 18th, 1855. *See* Rear-Admiral H. J. Raby, C. B.

TREWAVAS, Seaman J., H. M. S. "Beagle." Crimea, July 3rd, 1855. For cutting the hawsers of a floating bridge at Genitchi under a heavy fire, by which he was wounded.

WILKINSON, Thos. Bombardier, R. M. A. Sebastopol, June 5th, 1855. For his conduct in the advanced trenches in repairing damages under a heavy fire.

WILSON, Rear-Admiral A. K., H. M. S. "Hecla." Soudan, El-Teb, February 29th, 1884. For engaging several of the enemy in defence of a Gardner gun, single handed, and wounded.

YOUNG, Commander J., Naval Brigade, and Captain of Foretop, W. Hall, H. M. S. "Shannon." Lucknow, Nov. 10th, 1857. For his gallantry in working a twenty-four pounder gun, brought up to the angle of the Shah Nujiff.

THE DISTINGUISHED SERVICE ORDER.

THIS Order was instituted by a Royal Warrant, dated September 6th, 1886. It is given to the Officers of the Army, Navy, Marines, and Indian and Colonial Naval and Military Forces, who have been specially mentioned in dispatches for meritorious or distinguished services in the field, or before the enemy. The badge consists of a gold cross, enamelled white, edged with gold. On the obverse, in the centre within a wreath of laurel, enamelled green, is the Imperial crown in gold, upon a red ground. On the reverse, within a similar wreath, and on a similar red ground, is the Imperial and Royal cypher—"V. R. I." The badge is worn on the left breast, with a red ribbon edged with blue. The names of those on whom the decoration is conferred are published in the "Gazette," and a register thereof kept in the office of the Secretary of War.

MISCELLANEOUS NAVAL MEDALS.

NAVAL ENGINEERS' MEDAL, 1842.

IN 1842, the Lords Commissioners of the Admiralty issued a Medal to be presented as a reward "to Engineers of the first class, serving in Her Majesty's Navy, who by their good conduct and ability deserve some special mark of notice." On the obverse is a two-masted paddle steamer, with a trident in the exergue. On the reverse is a crown and anchor, with the words—"For Ability and Good Conduct," within a circle, outside which the name and ship of the recipient are engraved. Ribbon, dark blue, with white edges. This is one of the rarest of medals, as but six or seven were awarded, and after 1847, when the rank of the Engineers was raised, it was no longer given.

THE ARCTIC MEDALS, 1818-55, and 1876.

THE first Arctic Medal was granted by a Warrant dated Jannary 30th, 1855, to all Officers and Men engaged in the several expeditions to discover a North-West Passage, between the years 1818 and 1855. The shape of the medal is octagonal, having on the obverse the diademed head of the Queen, with the words "Victoria Regina,,' and on the reverse, a ship among icebergs, with sailors and a sledge in the foreground. The words "For Arctic Discoveries," are above, and the dates 1818-1855, in the exergue. The Medal is surmounted by a star, with a ring for suspension from a

white ribbon. On the return of H.M.S. "Alert" and "Discovery," Captains G Nares and H. F. Stephenson, from the Polar Expedition of 1875-6, a Medal was awarded to all persons of every rank and class, who served on board the two ships, between July 17th, 1875, and November 2nd, 1876. The Medal was also given to the Officers and Crew of the yacht "Pandora," Captain A. Young, who rendered valuable assistance to H.M. ships, while in the Polar Seas. This

Medal is the usual shape, having on the obverse the head of the Queen, diademed and veiled, with the legend "Victoria Regina," and on the reverse, a ship surrounded by floating ice. Ribbon, white.

THE ALBERT MEDAL.

THE Albert Medal was instituted by a Royal Warrant, dated March 7th, 1866, as a reward to Mariners and others, for saving life at sea, and at first consisted of one class only. This Warrant was revoked by another issued April 12th, 1867, instituting two decorations, the Albert Medal of the First Class, and the Albert Medal of the Second Class. By another Warrant, dated 30th April, 1877, the two decorations were rendered available as rewards for acts of gallantry in saving life on land, the medal of the first class being granted only to cases of extreme and heroic daring. If the possessor of either of the medals, should again perform an act, which, if he had not received the medal, would have entitled him to it, such act is rewarded by a bar attached to the ribbon by which the medal is suspended. The Albert Medal of the First Class, consists of a gold oval shaped badge, enamelled in dark blue, with a monogram of the letters V. and A. interlaced with an anchor in gold, surrounded by a bronze garter, inscribed in gold letters, "For gallantry in saving life at sea," surmounted by the Prince Consort's Crown. For saving life on land, the badge is enamelled in crimson, the anchor is omitted in the monogram, and the inscription has the words "on land," substituted for the words "at sea." The Medal of the Second Class consists of a similar shaped enamelled badge, but made entirely of bronze. The medals for saving life at sea, are worn with a dark blue ribbon, with four white longitudinal stripes, and for saving life on land, with a crimson ribbon, with four white stripes. The names of those on whom the medals are conferred are published in the "Gazette," and a register thereof kept in the office of the Board of Trade.

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FRENCH WAR MEDAL.

THE TURKISH MEDAL FOR EGYPT, 1801.

(See page 112.)

To reward the distinguished services of the British Army in Egypt under Generals Abercromby and Hutchinson, and the valuable assistance rendered by the Royal Navy under Lord Keith, in the expulsion of the French; Selim III., Sultan of Turkey, ordered a gold medal to be struck, which was given to all the Officers, Naval and Military, who were engaged in the Campaign. The medal is of three sizes, for Admirals and Generals, weighing nearly one ounce; for Captains in the Navy and Field Officers, weighing twelve dwt., eighteen gr., and the smallest, given to Naval Lieutenants, Captains in the Army, and Subalterns, weighing eight dwt., eighteen gr. On the obverse of this medal is a crescent, and star of eight points, surrounded with an ornamental border. On the reverse is the Sultan's cypher, within a similar border, with the date 1801, below. Ribbon, orange, from which the medal was suspended by a small gold chain and hook.

THE FRENCH MILITARY MEDAL.

At the close of the war in the Crimea 1856, a complimentary interchange of national decorations took place among the allies. Queen Victoria gave orders of knighthood, and the Crimean medal, to a select number of officers and men in the armies of France, Sardinia, and Turkey, and the French Emperor decorated seven hundred and nine officers in the British Army and Navy, with the Legion of Honour, and gave five hundred of the French war medal to the non-commissioned officers and men of the British army. A number of specially selected men in the Navy also received this medal. The medal is silver gilt, having on the obverse the head of the Emperor, within a blue enamelled circle, inscribed "Louis

Napoleon," surrounded by a laurel wreath. On the reverse are the words "Valeur et Discipline," surrounded by a similar circle and wreath, surmounted by the Imperial Eagle displayed. and a ring for suspension. Ribbon, orange, with green edges.

THE SARDINIAN MEDAL.

Following the example of the Emperor Napoleon, the King of Sardinia presented four hundred war medals to the British Army, and fifty to the British Navy and Royal Marines. The medal was given to officers and men. On the obverse are the arms of Savoy (a white cross) with a crown above, surrounded by palm and olive branches, and the inscription "Al Valore Militare." On the reverse is a laurel wreath, with the words "Spedizione d'Oriente," and below the dates 1855–1856. Ribbon, dark blue.

THE TURKISH MEDAL.

The Sultan of Turkey distributed over eleven hundred orders of the Medjidie among the Officers of the British Army and Navy, and gave a silver Medal to every man who had served in the Crimea before the capture of Sebastopol. Five classes of the Order were issued, according to the rank of the recipient. The Medal, of silver, has on the obverse, a field gun, on which is spread a map of the Crimea, with a mortar and anchor alongside. Behind are placed the British, French, Turkish, and Sardinian flags, and in the exergue is the word "Crimea," and the date 1855. On the reverse is the Sultan's cypher within a laurel wreath, with the word "Crimea," and the date in Turkish below. The Medal given to the British forces, differs slightly from those given to the French and Sardinian troops, in the arrangement of the flags on the reverse. On the British medal, the flags of Great Britain and Turkey are in the front, with those of France and Sardinia behind, but on the medal given to the French troops,

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Kingdom of Italy Medal

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Turkish War Medal.

the flags of France and Turkey are in the front, with the British and Sardinian flags in the rear. On the medal given to the Sardinians, their National flag, with the Turkish, is on the front, and the British and French flags behind. The vessel which had on board a large proportion of the Turkish medals intended for the British Army, being unfortunately wrecked, many of our soldiers received the Sardinian medal, of which there was a surplus, or the French, instead of that specially intended for them. Ribbon, crimson, with bright green edges. These medals were issued without the names of the recipients being engraved or indented on them.

HONORARY REWARDS GRANTED BY THE COMMITTEE OF THE PATRIOTIC FUND, 1803–1810.

The Patriotic Fund was established at a meeting of merchants, underwriters, and other subscribers to Lloyds, July 20th, 1803, at which it was resolved :—"That to animate the efforts of our defenders by sea and land, it is expedient to raise, by the patriotism of the community at large, a suitable fund for their comfort and relief; for the purpose of assuaging the anguish of their wounds, or palliating in some degree the more weighty misfortune of the loss of limbs, of alleviating the distress of the widow and orphan, and of granting pecuniary rewards, or honorable badges of distinction, for successful exertions of valour or merit." By the end of the month upwards of £100,000 was subscribed. On August 24th, 1809, £424,832 had been received, and £331,611 expended, in gratuities and annuities to two thousand and fifty widows, orphans, and relatives of officers and men killed in action with the enemy, and to seven thousand six hundred and forty-two officers and men wounded or disabled, or in the relief of British prisoners in France. The sum of £21,274 was expended in honorary rewards of swords and plate to meritorious officers, but in 1810 these

rewards were discontinued, as the committee recommended that the claims of merit alone ought to give place to the claims of merit and distress combined. On July 1st, 1825, the operations of the Patriotic Fund ceased in regard to the war ending in 1815, the total sum subscribed from July, 1803, to March, 1826, amounting to £629,823. The balance remaining was held in trust, to provide a foundation for a subscription in the event of any future war. The following is a list of the Officers to whom honorary swords, and plate were awarded, with the estimated value of each article. Nearly all these honorary rewards were granted to Officers of the Royal Navy and Marines; but to render the list complete, the names of the few military Officers who received swords, or plate, are included.

HONORARY SWORDS.

Value.

ADAMS, Lieutenant Charles, H.M.S. "Renommée." £
For his gallant conduct, in the command of one of the boats belonging to that ship, in boarding and carrying the Spanish schooner "Giganta,"* on the 4th of March, 1806. 50

AYSCOUGH, Lieutenant James, H.M.S. "Centaur," off Martinique, for his bravery in assisting in the complete destruction of a battery in "Petit Ance d' Arlette," mounting six twenty-four pounders, on the 26th of November, 1803. 50

BAKER, Captain Thomas, H.M.S. "Phœnix," for his skill and gallantry in the capture of the French frigate "La Didon," of forty-four guns and three hundred and thirty men, on the 10th of August, 1805, *see* Captain The Honourable Alan Gardner. *(See Page 127.)* . . 100

* The boats of the "Nautilus," eighteen, sloop, took part in this service. The "Giganta" carried two long twenty-four-pounders, three four-pounders, and four swivels, had her boarding nettings triced up, was moored within pistol shot of a battery, and further defended by one hundred musketeers drawn up on the beach.

Value.

BARBER, Lieutenant, H.M.S. "Magicienne," for his gallant conduct in the capture of the Dutch gun-boat "The Schrik" on the 23rd of March, 1804, when he was wounded. . . . . £ 50

BAYNTUN, Captain Henry William, *v.* Captain Charles Bullen.

BEATTIE, Lieutenant George, of the Royal Marines, H.M.S. "Blenheim," off Martinique, for his gallant conduct in storming Fort Dunkirk,* a battery of nine guns on the 17th of November, 1803. 50

BETTESWORTH, Lieutenant George, H.M.S. "Centaur," for his intrepidity in the capture of the "Curieux," French corvette, off Martinique, on the 4th of February, 1804—when he was wounded. *(See Page 226)* . 50

BISSELL, Austin, Esq., Commander of H.M.S. "Racoon,"† for the capture of the brig "La Petite Fille," the schooner "La Jeune Adele" and the cutter "L'Amelie," off the coast of Cuba, on the 13th of October, 1803. . 100

BLACKWOOD, H. Captain The Honourable *v.* Captain Charles Bullen.

BLIGH, Lieutentant H.M.S. "Cerberus," for most gallantly boarding and bringing out, a French schooner, and a sloop, near The Pearl Rock, Martinique, under a most tremendous fire of cannon and musketry from the shore,—on the 2nd of January, 1807. *(See Page 231.)* 50

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* The party of one hundred and thirty-four seamen and marines were under the orders of Commander W. Ferris, of the fourteen-gun brig "Drake," who volunteered his services. The boats were accompanied by the "Swift" cutter. The fort was surprised, the guns spiked, and the magazine blown up. The privateer schooner "Harmonie," mounting eight guns, with a crew of sixty-five men, lying in Marin Harbour, was boarded and captured, with the loss to the British of one man killed, and five wounded.

† The "Racoon" was an eighteen-gun brig, while she was engaging the cutter and schooner, the brig "Petite-Fille," which had surrendered, was re-captured by the French crew, who ran her ashore on the rocks. The loss of the enemy, whose vessels were full of troops, was about forty men killed and wounded, the "Racoon" sustained no loss.

Value.

BLUETT, B. Lieutentant H.M.S. "Scorpion," for gallant conduct in command of Boats, in boarding and carrying the Dutch national brig, "Atalante," on the 3rd of April, 1804. . . . . £ 50

BOLTON, William, Captain H.M.S. "Fisguard," for his determined bravery and conduct, in storming the forts, citadel, and town of Amsterdam, Curacoa, on the 1st of January, 1807. *(See Page 47.)* 100

BOWEN, James, Lieutenant H.M.S. "La Loire," who, with Lieutenant Francis Temple, cut out the "Venteux," French Gun Brig, from under the batteries of the Isle de Bas, on the 27th of June, 1803. 50

BOXER, James, Lieutenant H.M.S. "Antelope," for his gallant conduct, in the capture of the Dutch gun-boat the "Schrik," on the 23rd of March, 1804—when he was wounded. 50

BOYD, Lieutenant of the Royal Marines, H.M.S. "Blenheim," off Martinique, for his gallant conduct in storming Fort Dunkirk, a battery of nine guns, on the 17th November, 1803. 50

BRENTON, Captain Jahleel, (afterwards Vice-Admiral Sir J., Bart.,) of H.M.S. "Spartan" for the very gallant action fought by that ship against a French squadron, carrying ninety-six guns and one thousand one hundred and eight men, in the Bay of Naples, on the 3rd of May, 1810. *(See Page 172.)* 100

BRISBANE, Captain Charles, H.M.S. "Arethusa" for his bravery in the capture of the Spanish frigate "Pomona" of thirty-eight guns, with a complement of three hundred and forty-seven men, the destruction of twelve gun-boats, each carrying a twenty-four pounder with a complement of one hundred men each, and the explosion of a Castle mounting sixteen thirty-six pounders near the Moro Castle, in the island of Cuba, on the 23rd of August, 1806. *(See Page 132.)* . . . 100

BROWN, Captain Robert Hunter *v.* Captain Nathaniel Dance.

BULLEN, Captain Charles—

LLOYD'S.

Resolved—That swords of the value of £100 each, with appropriate inscriptions, be presented to the surviving Captains and Commanders of His Majesty's ships, who shared in the dangers and glory of the memorable action with the combined Fleets of France and Spain, off Cape Trafalgar, on the 21st of October, 1805, viz. :—

BULLEN, Captain Charles, of the "Britannia."
HARVEY, Captain Eliab, of the "Temeraire."
CONN, Captain John, of the "Dreadnought."
TYLER, Captain Charles, of the "Tonnant."
DUFF, Captain George, of the "Mars."
CUMBY, Captain William P., of the "Bellerophon."
MANSFIELD, Captain Charles John M. of the 'Minotaur'
MOORSOM, Captain Robert, of the "Revenge."
PELLEW, Captain Israel, of the "Conqueror."
BAYNTUN, Captain Henry William, of the 'Leviathan.'
PILFOLD, Lieutenant John, of the "Ajax."
CODRINGTON, Captain Edward, of the "Orion."
LAFOREY, Captain Sir Francis, Bart., of the 'Spartiate.'
DIGBY, Captain Henry, of the "Africa."
HARGOOD, Captain William, of the "Belleisle."
MORRIS, Captain James Nicoll, of the "Colossus."
KING, Captain Richard, of the "Achille."
REDMILL, Captain Robert, of the "Polyphemus."
RUTHERFORD, Captain William G. of the "Swiftsure."
HOPE, Captain George, of the "Defence."
STOCKHAM, Lieutenant John, of the "Thunderer."
DURHAM, Captain P. C. of the "Defiance."
GRINDALL, Captain Richard, of the "Prince."
BERRY, Captain Sir Edward, of the "Agamemnon."
BLACKWOOD, Captain The Honourable H., of the "Euryalus."

PROWSE, Captain William, of the "Sirius.
DUNDAS, Captain T. of the Naiad.
LAPENOTIERE, John, Lieutenant, of the "Pickle."
YOUNG, Robert, Lieutenant, of the "Entreprenante."

Value.

CANNING, George Lieutenant H.M.S. "Desirée," for gallant conduct in bringing out of Monte Christi roads, six sail of Schooners, under a smart fire from the batteries, on the 18th of August, 1804. . . . . £ 50

CARR, Lieutenant William, of H.M. schooner "L'Eclair, twelve guns, for his spirited conduct in engaging the "Grande Decidée" from Guadaloupe, carrying twenty-two nine-pounders, and two hundred and thirty men, on the 5th of February, 1804. 50

CLARKE, Captain William Stanley *v.* Captain Nathaniel Dance.

CLEMENTS, Lieutenant Nicholas Brent, H.M.S. "Mediator," being the leading fire-ship in the attack and destruction of four French ships of the line, and driving several others on shore, in Aix Roads, when he was wounded in this gallant enterprise—on the 11th of April, 1809. *(See Page 154.)* 50

COCHRANE, Captain Lord, H.M.S. "Pallas," for his brave and spirited conduct in the capture of the national corvette "La Tapageuse," in the river of Bordeaux, and in driving on shore three other national corvettes, where they were wrecked, on the 5th of April, 1806, . . . 100

CODRINGTON, Captain Edward, *v.* Captain Charles Bullen.

COLE, Lieutenant Thomas, H.M.S. "Blenheim," for his gallant conduct in the attack and capture of the French privateer schooner "L'Harmonie" in the harbour of Marin, in the Bay of St. Anne, Martinique, on the 17th of November, 1803—*see* Beattie. . . 50

COMPSTON, Lieutenant William, H.M. sloop "Drake" for gallant conduct in cutting out a schooner in the har-

Value.

bour of Trinité, Martinique, on the 19th of February, £
1804, when he was wounded in the arm. . . . 50

CONN, Captain John, *v.* Captain Charles Bullen.

COOMBE, Captain William, to whom, when lieutenant of H.M.S. "Galatea" a sword of the value of £50 was voted, on the 21st of April, 1807, for gallant conduct—and who was killed in action with the enemy, before the sword could be delivered to him. His widow requested that she might be allowed to receive it, fondly expressing, that it might "*be kept in the Family, as a Memorial of his Services.*" *(See Page 232.)* 50

COOTE, Lieutenant William, H.M.S. "Cerebus," for most gallantly boarding and bringing out a French schooner, and a sloop, near to the Pearl Rock, Martinique, under a most tremendous fire of cannon and musketry from the shore, on the 2nd of January, 1807 *(See Page 231.)* 50

CORNER, Lieutenant Robert, H.M.S. "Thisbe," for his gallant conduct in boarding and carrying, with five men, the "Véloce" privateer of three guns and forty men, in the Mediterranean on the 1st of May, 1804. . 50

CRAWFORD, Mr. J. C., mate of H.M.S. "Pallas," for his bravery in the capture of the National corvette "La Tapageuse," in the river of Bordeaux, on the 5th of April, 1806. 30

CROFTON, Lieutenant George, H.M.S. "Cambrian,"* for his gallant conduct, in boarding and carrying two ships and the Spanish privateer schooner "Maria," on the 7th of July, 1805, in the River St. Mary. . . 50

CROZIER, Captain Acheson, of the Royal Marines, H.M.S. "Centaur," off Martinique, for his bravery in assisting in the complete destruction of a battery in Petit Ance d' Arlette, mounting six twenty-four pounders, on the 26th of November, 1803—where he was wounded. . 50

* The "Cambrian" was a forty-gun frigate, commanded by Captain (afterwards Admiral) J. P. Beresford.

Value.

CUMBY, Captain William P. *v.* Capt. Charles Bullen. £

DACRES, Captain James Richard, Jun., H.M.S. "Bacchante," for his distinguished and spirited conduct, in company with H.M. Ship "Mediator," in the capture of the French national schooner "Dauphin," and the destruction of the Fort at Samana,* "that nest for Privateers," on the 25th of February, 1807. . . . 100

DANCE, Captain Nathaniel,—

LLOYD'S, 14th of August, 1804.

Resolved Unanimously—That the circumstances of an Enemy's Fleet of Ships of War, commanded by an Admiral (Linois), in an eighty four gun Ship, being attacked, defeated, and chased by a Fleet of Merchant Ships, protecting an immense property, is highly honourable to the British Naval character, and affords a brilliant example to the present and future ages.

Resolved—That a Sword of £100 value, with a suitable inscription, be presented to Captain Nathaniel Dance, of the East India Ship "Earl Camden," who acted as Commodore on that occasion.

Resolved—That Swords of £50 value each, with appropriate inscriptions, be presented to the Commanders of the other fifteen ships engaged in that Action.—viz.

TIMINS, Captain John Fann, of the "Royal George."
MOFFATT, Captain William, of the "Ganges."
FARQUHARSON, Captain James, of the "Alfred."
HAMILTON, Captain Archibald, of the 'Bombay Castle.'
PENDERGRASS, Captain James, of the "Hope."
LOCKNER, Captain John Christopher, of the "Ocean."
KIRKPATRICK, Captain John, of the 'Henry Addington'
FARRER, Captain William Ward, of the 'Cumberland.'

* Samana, situated on the east coast of the island of San Domingo, was a noted resort of privateers. The ships sailed in under French colours, the fort was cannonaded and stormed, and two privateers, with two prizes, captured in the harbour. The British loss was two men killed, and fourteen men wounded.

CLARKE, Captain William Stanley, of the "Wexford."
MERITON, Captain Henry, of the "Exeter."
LARKINS, Captain Thomas, of the "Warren Hastings."
BROWN, Captain Robert Hunter, of the "Dorsetshire."
WILSON, Captain Henry, of the "Warley."
TORIN, Captain Robert, of the "Coutts."
WORDSWORTH, Captain John, Jun., of the "Earl of Abergavenny."

Value.

DAWSON, Lieutenant William, H.M.S. 'St. Fiorenzo' £ in testimony of the gallant manner in which he continued the action with the French national frigate "La Piedmontaise," (after the death of Captain Hardinge, who fell gloriously in the early part of the action), and finally conducted it to a successful issue—off Ceylon, on the 8th of March, 1808. *(See Page 137.)* . . . 100

DIGBY, Captain Henry, *v.* Captain Charles Bullen.

DILLON, Captain William Henry, H.M. sloop "Childers," for his gallantry and able conduct in action with a Danish ship of War, of much superior force, off the coast of Norway, on the 13th of March, 1808, in which he was very severely wounded. *(See Page 139.)* . . 100

DOMETT, Lieutenant William, H.M.S. "Centaur," remarkably active in annoying the enemy during the war, distinguished himself particularly in destroying a battery of three thirty-two pounders, at Point d'Arlette, and a battery of two eighteen pounders, at Point Margot de Diamant, both on the Island of Martinique, and lost his life by the explosion of a Sloop, which he had re-captured from the enemy, on the 9th of February, 1804. Resolved —That a sword of £50 value, in memory of his late son, be presented to the father, Mr. Robert Domett.

DOUGLAS, Lieutenant P. I., third of H.M.S. "Franchise," for his gallant and meritorious conduct in the capture of the Spanish brig "Raposa," in the Bay of Campeachy, on the 7th of January, 1806. . . 50

Value.

DOWLER, Mr. William Pitt, Midshipman, of H.M. sloop "Swift," who, in command of a boat with six men, boarded and carried "La Caridad Perfecta," a Spanish schooner of twelve guns, and fifteen men, from under the batteries protecting the harbour of Truxillo, on the 13th of August, 1805. . . . . £ 30

DRURY, Lieutenant, Second of H.M.S. "Hydra," for his daring gallantry in the capture of three armed Polaccas, in the harbour of Begu, on the coast of Catalonia, and the storming of a fort containing four twenty-six pounders, and under a heavy discharge of musketry, on the 7th of August, 1807. 50

DUFF, Captain George, *v.* Captain Charles Bullen.

DUNDAS, Captain T., *v.* Captain Charles Bullen.

DURHAM, Captain P. C., *v.* Captain Charles Bullen, —and Honorary Plate.

ELPHINSTONE, Captain E., H.M.S. "Greyhound," for his brave and spirited conduct in company with H.M sloop "Harrier," in the capture of the Dutch republican frigate "Pallas," of thirty-six guns, the "Victoria," a two-decked ship of about eight hundred tons, and the "Batavia," a ship of about five hundred tons, both of them armed for the purpose of war, and richly laden with the produce of the Moluccas, in the Java Seas,— on the 26th of July, 1806. 100

EVERARD, Lieutenant Matthias, of the 2nd or Queen's Royal Regiment of Foot, for his great gallantry in leading on the "Forlorn Hope," in the assault and capture of Monte Video, on the 3rd of February, 1807. . 50

FARQUHAR, Captain Arthur, H.M. bomb 'Acheron' for so nobly supporting the honour of the British Flag, and successfully protecting the convoy under his care, against two French frigates in the Mediterranean, on the 4th of February, 1805. *(See Page 125.)* . . 100

FARQUHARSON, Captain James, *v.* Captain Nathaniel Dance.

Value.

FARRER, Captain William Ward *v.* Captain Nathaniel Dance.

FERRIS, William, Esq., Commander of H.M. sloop "Drake," who volunteered his services in the attack and capture of the French privateer schooner "L'Harmonie" in the harbour of Marin in the Bay of St. Anne, Martinique, and the storming of Fort Dunkirk, on the 17th of November, 1803. 100

FITTON, Lieutenant Michael, H.M. schooner "Pitt," for his gallantry and superior professional abilities in the capture of the French schooner "La Superbe,"* off Cape Maize, on the 26th of October, 1806. . . . 50

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* The "Pitt" was armed with ten eighteen-pounder carronades, and two six-pounders, and the "Superbe," fourteen guns, was the most formidable French privateer in the West Indies. After a long chase, with intervals of close and spirited action, lasting three days, every officer and man labouring during a great part of the time at the sweeps, the privateer was driven on shore, and abandoned by her crew. With the aid of the boats of the sloop "Drake," she was got afloat, and taken into Port Royal. The Captain of the "Superbe" was Dominique Diron, a most daring and skilful freebooter, who detained and plundered almost every vessel he met with. Among the papers found on board his ship was a list of captures of English, American, and Spanish ships, amounting to the value of £147,000. Out of her complement of fifty-four men and boys, the "Pitt" had eight men wounded. The crew of the "Superbe" was stated to be ninety-four men, four of whom were found dead in the hold, and three mortally wounded, when the vessel was captured. Her total loss was understood to be fourteen men killed, but most of the wounded escaped with their commander on shore. Rear-Admiral Dacres strongly recommended the zeal, ability, and gallant conduct of Lieutenant Fitton to the Lords of the Admiralty, but he was shortly afterwards superseded in the command of the "Pitt" by the *élève* of an Admiral, and instead of being promoted to the rank of commander he remained an unemployed Lieutenant. By his unwearied exertions in putting down French privateering in the West Indies, Lieutenant Fitton injured his health and fortune, but received neither promotion nor reward. He captured between thirty and forty privateers, with but little benefit to himself, as he shared with the officers of the flag ship, and much of the prize money he did get, he lost by the failure of his agent. The Admiralty allotted a sum of money to purchase a fast sailing cruiser for service in the West Indies, to be commanded by Lieutenant Fitton, who was authorised to choose the vessel. He selected the "Pitt," but the price asked for her exceeded the sum allowed by the Admiralty, and an inferior vessel would have been purchased, if the Lieutenant had not made up the difference, over £400, from his own hardly earned money. *This sum was never repaid him*, and he died a Lieutenant.

Value.

FLEMING, Lieutenant John, H.M.S. "Franchise," £ for his distinguished merit and bravery, in the capture of the Spanish brig "Raposa," in the Bay of Campeachy, on the 7th of January, 1806. 50

FORREST, Lieutenant John, First of H.M.S. "Emerald," for his gallant conduct in cutting out the "Mozambique" French schooner privateer, of ten eighteen pounder carronades, from under the batteries, near the Pearl Rock, on the 13th of March, 1804. , . 50

FOWLER, Lieutenant Robert, of the Royal Navy, for his able services in the memorable Action which took place in the China Seas, on the 15th of February, 1804, between a Division of the East India Company's Ships and a French Squadron. 50

FURBER, Lieutenant Thomas, H.M.S. "Blenheim," for his gallant conduct in the attack and capture of the French privateer schooner "L'Harmonie" in the harbour of Marin, in the bay of St. Anne, Martinique, on the 17th November, 1803. 50

GABRIEL, Lieutenant James Wallace, H. M. S. "Phœbe," in consideration of his gallant conduct, on the 14th of July, 1803, in an engagement with a French privateer. 50

GARDNER, Captain The Honble. Alan.

LLOYDS,

Resolved—That swords of the value of £100 each, with appropriate inscriptions, be presented to the surviving Captains and Commanders of His Majesty's ships, who shared in the engagement with a French squadron, off Ferrol, on the 4th of November, 1805,—viz.

GARDNER, Captain The Honble. Alan, of the "Hero."

LEE, Captain Richard, of the "Courageux."

HALSTED, Captain L. W., of the "Namur."

RATHBONE, Captain Wilson, of the 'Santa Margaritta.'

BAKER, Captain Thomas, of the "Phœnix."

HOTHAM, Captain Henry, of the "Revolutionaire."

Value.

GIBSON, Lieutenant, H. M. S. "Galatea," for his gallantry, in the capture of the French Imperial corvette "Le Lynx," off the coast of Caraccas, on the 21st of January, 1807. . . . . £ 50

GREEN, Mr. John, Master's Mate, of H. M. S. "Galatea," who commanded a boat at the capture of the French National corvette "Le Lynx," on January 21st, 1807. 30

GRINDALL, Captain Richard, *v.* Captain Charles Bullen.

HAMILTON, Captain Archibald, *v.* Captain Nathaniel Dance.

HANCHETT, Lieutenant J. M., H.M.S. "Antelope," for his gallant conduct, in the capture of the Dutch galliot "The Schrik," on the 23rd of March, 1804. . 50

HARDINGE, Captain George N., H.M.S. "Scorpion," for his intrepidity in the capture of the Dutch National brig "Atalante," off "The Vlie," mounting 16 long twelve-pounders, and 76 men, on the 31st of March, 1804. 100

HARVEY, Captain Eliab, *v.* Captain Charles Bullen.

HASWELL, Lieutenant John, First of H. M. S. "Pallas," for his bravery and meritorious conduct, in the capture of the National corvette "La Tapageuse," in the river of Bordeaux, on the 5th of April, 1806 . . 50

HAWKINS, Mr. George, Midshipman, of H.M.S. "Magicienne," on whom the command of one of the boats, which attacked the Dutch gun-boat "The Schrik," on the coast of Holland, on the 23rd of March, 1804, had accidentally devolved,—and by whose sword the Dutch commander fell, while attempting to cut down a British seaman. 30

HAWKINS, Lieutenant John, H.M.S. "Atalante," for his spirited conduct, on the 9th of October, 1803, in Quiberon Bay. 50

HAYES, Lieutenant Robert, of the Royal Marines,

Value.

H.M.S. "Hydra," for his determined gallantry in the capture of three armed Polaccas in the harbour of Begu, on the coast of Catalonia, and the storming of a fort containing four twenty-six pounders, under a heavy discharge of musketry—on the 7th of August, 1807 . £ 50

HEAD, Lieutenant Richard, H.M.S. "Euryalus," who in the command of the boats manned and armed, attacked and carried in a most spirited manner, a Danish gun-boat and three smaller vessels, lying under the protection of a battery, near the entrance of the Naskon, on the Coast of Denmark, on the night of the 11th of June, 1808. 50

HENDERSON, Lieutenant Robert, H.M.S. 'Osprey,' off Martinique, who, in the cutter under his command, without waiting for two other boats, in the most brave and determined manner, and under a heavy fire from the guns and musketry of the schooner, boarded and captured the French schooner privateer "La Resource," mounting four four-pounders, and having on board forty-three men, October 26th, 1803. 50

HEWITT, Mr. James, Midshipman, of H.M.S. "Inconstant," for gallant conduct in cutting out a vessel from under the batteries of Goree, under a very heavy fire from the enemy, on the 24th of April, 1804. . 30

HILLYAR, Mr. William, Midshipman, of H.M.S. "Niger," for his gallant conduct in boarding and carrying the enemy's vessel after the death of the late Lieutenant Jones, on the 17th of August, 1803. . . 30

HOPE, Captain George, *v.* Captain Charles Bullen.

HOTHAM, Captain Henry, *v.* Captain The Honourable Alan Gardner.

HUGHES, Lieutenant and Commander W. I., H.M. fire-brig "Phosphorus,"* for his brave and determined

* The "Phosphorus" carried but four twelve-pounder carronades, with a crew of twenty-four men and boys, officers included. The

Value.

resistance against a large lugger, pierced for sixteen guns, and having on board from seventy to eighty men, which, after an action of one hour and ten minutes, made sail and sheered off. Off the Isle of Wight, on the 14th of August, 1806. . . . . £ 100

KERR, Lieutenant Charles, H.M.S. "Jason," severely wounded in action with the enemy at Aquadilla, in Porto Rico, when he commanded the detachment that was landed for the purpose of storming the Fort, on the 1st of June, 1806. 50

KING, Captain Richard, *v.* Captain Charles Bullen.

KING, Lieutenant Samuel, First of the "Centaur," then acting in H.M. sloop "Drake," for gallant conduct in carrying, with thirty men only, the fort at Trinité, Martinique, when opposed to much superior force, on the 24th of February, 1804. 50

KIRKPATRICK, Captain John, *v.* Captain Nathaniel Dance.

LAFOREY, Captain Sir Francis, Bart. *v.* Captain Charles Bullen.

LAKE, Lieutenant Honourable W., H.M.S. "Blanche" for his masterly and gallant conduct, in cutting out a large coppered cutter* lying close under the guns of Monte Christi, on the 5th of November, 1803. . . 50

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lugger laid the "Phosphorus" alongside, and made a determined attempt to carry her by boarding, but was beaten off, with a loss on the part of the British, of her commander, master, and six men wounded, one mortally.

* The cutter was the "Albion" (French), armed with two four-pounders and six swivels, lying at anchor in Mancenille Bay, St. Domingo, close to a fort which mounted four twenty-four pounders, and three field pieces. An attempt to cut the vessel out by day, by three boats carrying sixty-three officers and men, was found to be impracticable, and Lieutenant Nicolls, of the Marines, volunteered to cut her out by night, with one boat only. His offer was accepted, and on the evening of November 4th, he, with the cutter and twelve men, set out from the frigate. After he had started, Captain Mudge ordered the barge with twenty-two men, under Lieutenant the Hon. W. Lake, to follow the cutter, and supersede Lieutenant Nicolls in the command. The boats joined, and Lieutenant Nicolls, pointed out

Value.

LAMB, Mr. Midshipman of H.M.S. "Franchise," for his brave and gallant conduct, in the capture of the Spanish brig "Raposa," in the Bay of Campeachy, on the 7th of January, 1806. . . . . £ 30

LAMBERT, Captain Henry, H.M.S. "St. Fiorenzo," for his bravery and skill in the capture of the French national frigate "La Psyche" off Vizagapatam, on the 14th of February, 1805. *(See Page 126.)* . . 100

LAPENOTIERE Captain, *v.* Captain Charles Bullen.

LARKINS, Captain Thomas, *v.* Captain Nathaniel Dance.

LAURIE, Captain Sir Robert, H.M.S. "Cleopatra," for his spirited and gallant conduct in attacking and so

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the cutter to Lieutenant Lake, but the latter insisted that the vessel lay on the opposite side of the bay, and, with the barge, proceeded in that direction. It was about half-past two in the morning when the cutter pulled towards the "Albion," which was expecting an attack and prepared to receive it. On the boat arriving within pistol shot she was hailed, and replying with three cheers, was received with a heavy fire of musketry, which severely wounded the coxswain and two men. Nicolls ran alongside, and with his remaining nine men, boarded the enemy. As he sprang on board, the French captain discharged his pistol at him, at a distance of about a yard. The bullet struck the Lieutenant in the side, passed round his body, and lodged in his right arm. At the same moment the French captain fell shot dead, and after a trifling resistance the crew of the cutter were driven below, leaving their captain and five men wounded, (one mortally) on the deck. Not a shot was fired from the battery, as Lieutenant Nicolls ordered his marines to keep firing, as if the contest was still undecided, while the seamen cut the cable and got the "Albion" under sail. Just at this time, the barge came up, and Lieutenant Lake assumed the command. He ordered the marines to cease firing, and they had scarcely done so when the battery opened on the vessel with round shot and grape, and killed two of the "Blanche's" men. But the breeze being fair, the "Albion" soon ran out of gun-shot, and joined the frigate in the offing, without further loss. Captain Mudge, in his letter to the Admiralty, gave all the credit of the affair to Lieutenant Lake, and did not even mention that Lieutenant Nicolls was wounded in the service. Consequently, the Fund presented Lieutenant Lake with a sword valued at fifty pounds, "*for his masterly and gallant conduct*," and rewarded Lieutenant Nicolls with one valued at thirty pounds. It might be as well to mention that some years afterwards, in 1810, Captain the Hon. Warwick Lake was tried by Court Martial and dismissed the service, for his cruelty and tyranny, in landing and leaving a sailor on the barren and desolate island of Sombrero, in the West Indies, for alleged theft on board H.M.S. "Recruit."

Value.

disabling the "Ville de Milan,"* as to render her incapable of either engaging or escaping H.M.S. "Leander," on the 16th of February, 1805. . . . . £ 100

LEE, Captain Richard, *v.* Captain the Honourable Alan Gardner.

LIND, Captain James, H.M.S. "Centurion," for the gallant and spirited conduct displayed by him, in the defence of H.M.S. "Centurion" against so great a superiority of force, in Vizagapatam road, on the 18th of September, 1804, under every advantage on the part of the assailants, with the complete defeat given the French Admiral, Mons. Linois, and his squadron. *(See Page 124.)* 100

LOCKNER, Captain John Christopher, *v.* Captain Nathaniel Dance.

LOCKYER, Lieutenant Nicholas, Third of H.M.S. "Tartar," for his bravery and intrepid conduct, in the

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* The "Cleopatra" was a twelve pounder, thirty-two gun frigate, with a crew of two hundred men and boys, the "Ville de Milan" was an eighteen-pounder, forty-gun frigate, with a crew of three hundred and fifty men, from Martinique, bound for France. The "Cleopatra" chased, and after a determined engagement of three hours, her rigging being cut to pieces, and her wheel shot away, the "Ville de Milan" ran her on board, and though at first repulsed, the overpowering numbers of the enemy overcame all opposition, and the British colours were hauled down. Soon afterwards, the fore and main masts of the "Cleopatra" went over her side, the bowsprit soon followed, and she lay in an utterly disabled state under the bows of the "Ville de Milan." In the action, the "Cleopatra" had nineteen men and a boy killed, and eight officers and thirty men wounded, (two mortally). The Captain of the "Ville de Milan" was killed, and his second in command badly wounded, but the exact loss of the enemy was not known. Their ship suffered severely, as her main and mizen masts fell during the night succeeding the engagement. Having shifted the prisoners, and placed a prize crew on board the "Cleopatra," the French officer in command continued his voyage, with the two ships jury rigged, towards France. On February 23rd, he was discovered and chased by the "Leander," fifty, Captain Hon. J. Talbot, which ship soon came up with the "Cleopatra," which surrendered at the first shot, and the part of her original crew that remained on board, rushed upon deck and recovered possession of their ship. Captain Talbot ordering the "Cleopatra" to follow him, made sail after the "Ville de Milan," and getting alongside of her after an hour's chase, she struck her colours without a gun being fired. She was added to the British Navy by the name of the "Milan," and Sir R. Laurie was appointed to command her.

Value.

capture of the French privateer "Hirondelle," off St. Domingo, carrying ten four-pounders, and 50 men, on the 31st of July, 1804 . . . . . £ 50

LUMLEY, Lieutenant John Richard, H.M.S. "Seahorse," for his intrepid conduct, in the destruction of several of the enemy's coasting vessels, in the Bay of Hieres, on the 10th of July, 1804, when he was severely wounded. 50

LYDIARD, Captain Charles, H.M.S. "Anson," for his intrepidity and zeal, in the capture of the Spanish frigate "Pomona," the destruction of twelve gunboats, and the explosion of a Castle near the Moro Castle in the Island of Cuba, on the 23rd of August, 1806. *(See Page 132.)* 100

MAITLAND, Captain Frederick Louis, H.M.S. 'Loire' for his gallant conduct on the 4th of June, 1805, in Muros Bay. 100

MALLOCK, Lieutenant Samuel, Senior officer of the Royal Marines, of H.M. "Loire," for his bravery in the capture of a privateer of the enemy, on the 2nd of June, and at the head of the Marines at the storming of Fort Muros, on the 4th of June, 1805. *(See Page 227.)* . 50

MANSFIELD, Captain Charles John M., *v.* Captain Charles Bullen.

MASTERMAN, Lieutenant William Henry, of the Royal Marines, for his spirited conduct in the successful attack of two ships and the Spanish privateer schooner "Maria" in the river St. Mary, on the 7th of July, 1805. 50

MAURICE, Lieutenant Jas. W., First of H.M.S. "Centaur," off Martinique, for his bravery in assisting in the complete destruction of a battery in Petit Ance d' Arlette, mounting six twenty-four pounders, on the 26th of November, 1803, when he was wounded. . . . 50

MEECH, Lieutenant Giles, of the Royal Marines, H.M.S. "Emerald," who commanded the Marines in the

Value.

attack made on the Forts in Vivero Harbour, on the coast of Spain, and in the destruction of the French national corvette "L'Apropos," on the 13th of March, 1808. £ 30

MENDS, Lieutenant, of the Royal Marines, H.M.S. "Franchise," for his highly meritorious conduct in the cutting out of the Spanish brig "Raposa," in the Bay of Campeachy, on the 7th of January, 1806. . . 50

MENZIES, Lieutenant Charles, of the Royal Marines, H.M.S. "Minerva,"* for his intrepidity and zeal when commanding the Marines belonging to that ship, at the storming of Fort Finisterre, and in capturing five Spanish luggers, on the 22nd of June, 1806. . . . 50

MERITON, Captain Henry, *v.* Captain Nathaniel Dance.

MOFFATT, Captain William, *v.* Captain Nathaniel Dance.

MOORE, Lieutenant Colonel, of the 23rd Dragoons, for his gallant conduct at the battle of Maida, on the 3rd of July, 1806 100

MOORE, Lieutenant Ogle, H.M.S. "Maidstone,"* for his gallant conduct and determined bravery, in the destruction of several of the enemy's coasting vessels, in the Bay of Hieres†, on the 10th of July, 1804. . . 50

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* Two boats from the "Minerva," thirty-two, under the orders of Lieutenant W. Mulcaster, were dispatched on the night of June 22nd, to cut out some Spanish luggers, lying under the protection of a fort, mounting eight guns, twenty-four and twelve pounders. The fort was carried by pike and bayonet, before the garrison had time to raise their drawbridge or fire a gun, four Spaniards were taken prisoners, and the remainder escaped. The guns were spiked and thrown into the sea, and five luggers laden with wine brought out, without the loss of a man.

† On the night of July 18th, ten boats from the frigates, "Seahorse," "Narcissus," and "Maidstone," under the command of Lieutenant J. Thompson of the "Narcissus," Lieutenants J. R. Lumley, Ogle Moore, and Hyde Parker, attacked twelve settees lying in Hiéres Bay, moored with chains to the shore, and defended by a three-gun battery. In face of a very heavy fire of grape shot and musketry, most of the vessels were boarded and set on fire, one only being brought off. In this affair, a midshipman and three men were killed, and five officers and eighteen men wounded.

Value.

MOORSOM, Captain Robert, *v.* Captain Charles Bullen. £

MULCASTER, Lieutenant W. H., First of H.M.S. "Minerva," for his bravery and meritorious conduct in the capture of five Spanish luggers and Chasse Marées in Finisterre Bay, and the Fort, mounting eight brass guns twenty-four and twelve pounders, on the 22nd of June, 1806. 50

MULLAH, Lieutenant Henry, Second of H.M.S. "Tartar" for his bravery and intrepid conduct, in the capture of the French privateer "Hirondelle" off St. Domingo, carrying ten four-pounders and fifty men, on the 31st of July, 1804 50

MUNDY, Captain George, H.M.S. "Hydra" for his glorious achievement in the capture of three armed Polaccas in the harbour of Begur, on the coast of Catalonia, and the storming of a fort containing four twenty-six pounders, strongly defended by nature as well as by art, and occupied by three times his force,—on the 7th of August, 1807. *(See Page 133.)* 100

MURTON, Lieutenant Henry John, of the Royal Marines, H.M.S. "Renommée," who commanded the Marines employed in the boats, at the capture of the Spanish schooner "Giganta," on the 4th of May, 1806. . 30

NICHOLS, Lieutenant Edward, of the Royal Marines, H.M.S. "Blanche," for his gallantry in cutting out the "Albion," a large coppered cutter, laying close under the guns of Monte Christi, on the 5th of November, 1803 30

Also when,

NICHOLS, Captain Edward, of the Royal Marines, H.M.S. "Standard," for his meritorious and gallant conduct on many important occasions,—particularly for his services in burning a frigate, and destroying a large battery, in the Dardanelles, as recorded in the London Gazette, of the 5th of May, 1807,— and for his dis-

Value.

tingushed behaviour, when commanding the Royal Marines, in the boats belonging to H.M.S. "Standard," at the capture of two armed gun-boats, off the Island of Corfu, as recorded in the London Gazette, of the 3rd of January, 1809. *(See also Page 413.)* . . . £ 50

NUGENT, Lieutenant John, H.M. gun brig "Strenuous," for his bravery in the capture of the French frigate "La Salamandre"* in Erqui Bay, on the 12th of October, 1806. 50

NUNN, Major Abraham Augustus, of the 1st West India Regiment, wounded while faithfully executing the orders of General Prevost "not to yield to the enemy one inch of ground," in the defence of the Island Dominica, on the 22nd of February, 1805. 50

O'CONNELL, Captain Maurice Charles, of the 1st West India Regiment, whose wound did not induce him to forego the honour of the command to which he succeeded, on Major Nunn being disabled—and in which he resisted the repeated charges of the enemy, notwithstanding their superiority in numbers, until he obliged them to retire with great slaughter.—Dominica, the 22nd of February, 1805. 50

OLIVER, Lieutenant James, H.M.S. "Bacchante," for his noble conduct, in gallantly attacking and

* The "Constance" twenty two, Captain A. S. Burrowes, with the "Strenuous" and "Sheldrake," brigs, chased the "Salamandre," twenty-six, into the Bay of Erqui on the coast of Brittany, where she prepared for an obstinate defence, aided by a battery on the cliff, and some troops with field pieces on the beach. The British ships got as close to the enemy as possible, anchored, and opened fire on the "Salamandre" and battery. After an hour and half's cannonading, the "Salamandre" hauled down her colours and was taken possession of by the British. Near the close of the action Captain Burrowes was killed, the "Constance" having her cables cut by shot, took the ground, the wind blowing strong on shore. Exposed to a heavy fire in a helpless condition, the crew took to their boats, and abandoned the "Constance," leaving their wounded to the care of the enemy. Besides the Captain, eight men were killed, and two officers and fourteen men wounded (four mortally). After her surrender, the "Salamandre" ran ashore, and the assailants being unable to get her off, set her on fire and destroyed her.

Value.

carrying a fort in the island of Cuba,* which, with the men it contained, ought to have maintained its position against fifty times the number of opponents, on the 5th of April, 1805. . . . . £ 50

PARKER, Lieutenant Hyde, H.M.S. "Narcissus," for his determined bravery, in the destruction of several of the enemy's coasting vessels, in the Bay of Hieres, on the 10th of July, 1804. 50

PARKER, Lieutenant Sir William, H.M.S. "Renommée," for his gallantry, in boarding, carrying, and bringing out under the fire of the guns of the town and fort of Vieja, and also under the fire of more than 100 musketeers, the Spanish schooner "Giganta," on the 4th of May, 1806. 50

PERKYNS, Mr. Edward, Mate of H.M.S. "Pallas," for his bravery, in the capture of The National Corvette La Tapageuse, in the river of Bourdeaux, on the 5th of April, 1806. 30

PEARSE, Captain Henry Whitmarsh, H.M. Sloop "Halcyon," for his spirited and skilful conduct, in the capture of the Spanish Ship "Neptuno,"† of fourteen

* This gallant exploit was accomplished by two boats of the "Bacchante" twenty-two, containg thirty six men, under the command of Lieutenant Oliver. It was reported that three French privateers were lying in the harbour of Mariel near Havannah, and the boats were dispatched to capture or destroy them. The Harbour was defended by a round tower nearly forty feet high, mounting three twenty-four pounders, and loopholed for musketry, which it was necessary to capture before attacking the ships. On the first boat nearing the shore, the tower opened fire, severely wounding one man. Without waiting for the other boat Lieutenant Oliver landed, and leaving three men in the boat, with the remaining thirteen, by means of a ladder, scaled and carried the tower, without further loss, though garrisoned by a captain and thirty soldiers, two of whom were killed, and three wounded. Leaving the tower in charge of a sergeant and six marines, and the second boat having joined, Lieutenant Oliver entered the harbour in search of the privateers, but to his mortification found they had sailed the day before on a cruise. He however made prizes of two schooners laden with sugar, and brought them out, in spite of opposition from troops and militia.

† Besides the "Neptuno," the "Halcyon," a sixteen gun brig, was engaged by a fourteen gun brig, and a xebec of twelve guns. After an action lasting two hours, the brig and xebec aided by their boats and sweeps, hauled off and escaped. The masts and rigging of the "Halcyon" were much damaged, but she did not have a man hurt.

Value.

twelve-pounders, and seventy-two men, off Cape St. Martin, on the 13th of December, 1806 . . . £ 100

PELL, Lieutenant Watkin Owen, H.M.S. "Mercury," for his determined bravery, in cutting out a Venetian Gun-boat, from the Harbour of Rovigno, in the night of the 1st of April, 1809 50

PELLEW, Captain Israel, *v.* Captain Charles Bullen.

PELLY, Captain Charles, H.M. Sloop "Beaver," for his zeal and gallantry, in the capture of the Dutch National Brig "Atalante," mounting sixteen long twelve pounders, and seventy-six men, off The Vlie, on the 31st of March, 1804. *(See Page 123.)* . . . 100

PENDERGRASS, Captain James, *v.* Captain Nathaniel Dance.

Captain Pendergrass appears to have been animated at an early period with the spirit of Enterprise. In his younger years he passed with approbation through the different stations of an Officer in the Service of The East India Company,—and, during the vicissitudes of the late eventful war, he had the misfortune to be taken prisoner in the "Princess Royal," when she was captured in the Straits of Sunda, in September, 1793, but being soon set at liberty, and disdaining an indolent life, whilst the ship "Hope" was building, he entered as a volunteer on board the "Queen Charlotte," then commanded by Sir Andrew Snape Douglas, and had the satisfaction to be present at the attack of the French squadron by Admiral Lord Bridport, close in with Port L'Orient, on the 23rd of September, 1795.

PHILLIPS, Lieutenant James Robert, H.M.S. "Centurion," for his gallant and spirited conduct, in the defence of H.M.S. "Centurion," against the Squadron of Mons. Linois, in Vizagapatam Road, on the 18th of September, 1804. *(See Page 124.)* . . . 50

PIGOT, Lieutenant George, H.M.S. "Cambrian" for

Value.

his gallant conduct, in boarding and carrying two ships and the Spanish privateer schooner "Maria," on the 7th of July, 1806, in the river St. Mary's—when he was wounded. . . . . £ 50

PILFOLD, Captain John *v.* Captain Charles Bullen.

PREVOST, Brigadier General George, for his distinguished gallantry and military skill, by which the sovereignty of the Island Dominica was preserved to His Majesty's arms, on the 22nd of February, 1805. . . 100

PRIEST, Mr. John, Midshipman, who commanded the third boat of H.M.S. "La Loire," on the 27th of June, 1803, in an attack on Le Venteux. *(See Page 225.)* . 30

PROWSE, Captain William *v.* Captain Charles Bullen.

RAINIER, Captain Peter, H.M.S. "Caroline" for his bravery and determined conduct in the capture of the Dutch Republican frigate "Maria Reygersbergen," of thirty-six guns, and two hundred and seventy men, besides which he had to encounter three other sloops and brigs and several gun-boats, off Batavia,* on the 18th of October, 1806. 100

RATHBONE, Captain Wilson, *v.* Captain the Honourable Alan Gardner.

REDMILL, Captain Robert, *v.* Captain Charles Bullen.

REYNOLDS, Lieutenant Robert Carthew, H.M.S. "Centaur," for his gallant capture of the "Curieux" French corvette, on the 4th of February, 1804, lying

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* The "Maria Reygersbergen," a thirty-six-gun frigate, with an eighteen-gun sloop, a fourteen-gun corvette, and a brig, was lying at anchor in Batavia Roads. The "Caroline," thirty-six, stood in, and anchored, with springs on her cables, within pistol-shot of the frigate, and in half an hour compelled her to surrender. The other three vessels took a partial share in the action, which was fought in sight of thirty gunboats, lying in shore, but they made no attempt to come out. The casualties of the British were three men killed, and a lieutenant and seventeen men wounded. The prize, which had fifty men killed and wounded, was added to the British Navy by the name of the Java.

Value.

close under fort Edward at the entrance of the Carénage, Fort Royal Harbour, Martinique,—when he received five severe wounds. *(See Page 226.)* . . . £50

RICHARDS, Lieutenant, M.M.S. "Constance," for his bravery, in the capture of the French frigate "La Salamandre," in Erqui Bay, on the 12th of October, 1806, when he was wounded £50

ROWED, Lieutenant Henry, of the armed cutter "Sheerness,"* for attacking, and capturing, with much inferior force, two French Chasse Marées, on the 9th of September, 1803. . . . . £50

RUNCIMAN, Mr. Alexander, Midshipman of H.M.S. "Inconstant," for gallant conduct, in cutting out a vessel from under the batteries of Goree, under a very heavy fire from the enemy, on the 24th of April, 1804. . . £30

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* The "Sheerness" was an hired cutter, mounting eight four pounders, with a crew of thirty men and boys, cruising off Brest. Lieutenant Rowed dispatched a boat with eight men to intercept one of the French vessels, whilst himself in the "Sheerness" chased the other. The breeze failing, the Lieutenant called for volunteers, and with the boatswain, J. Marks, and three men, pushed off in a small boat, which would carry no more, and pulled towards the *chasse marée*, then about four miles off. After a chase of two hours, and when fast nearing the vessel, she ran ashore under a battery, close to which thirty French soldiers were drawn up on the beach. Lieutenant Rowed got alongside, and as he boarded the *chasse maree*, her crew deserted her for the shore, and the troops opened a sharp fire of musketry on the assailants. After great exertions, all the time under fire, with the assistance of the rising tide, the vessel was got off, and taken in tow by the boat. The prize had not been towed out of musket-shot, when a French boat, containing an officer and nine men, ran alongside and endeavoured to board. The boatswain, Marks, sprang on board the *chasse maree*, in his haste forgetting to take any weapon with him, and unarmed as he was, by his threatening gestures kept the enemy at bay, till his four companions could come to his assistance. The French, probably admiring the gallantry of their unarmed opponent, did not fire on him, and finding the British determined to defend their prize, made off, and the vessel in spite of the fire from the troops and the battery, was brought out in triumph. Not one of the captors was wounded, though forty-nine musket balls were afterwards counted in the sides and spars of the *chasse maree*. The boat sent in pursuit of the other vessel, captured her without any resistance. Lieutenant Rowed was not promoted for his intrepid conduct, but the gallant boatswain was presented by the Committee with a silver call and chain. (*See Page* 434.)

Value.

RUTHERFORD, Captain William G., *v.* Captain Charles Bullen. £ .

SARSFIELD, Mr. Barry, Master's Mate, of H.M.S. "Galatea," who commanded the launch at the capture of the French corvette "Lynx," January 21st, 1807. *(See Page 231.)* 30

SHIELDS, Lieutenant William, H.M.S. "Scorpion," for his gallant conduct in command of a boat in the capture of the Dutch national brig "Atalante," on the 3rd of April, 1804. 50

SHIPLEY, Captain Conway, H.M. sloop "Hippomenes," for his gallant conduct in capturing the French frigate "Egyptienne," mounting thirty-six guns, and having on board two hundred and forty men, on the 27th of March, 1804. Captain Shipley handsomely attributed the slight resistance she made, to the fear of being as severely beaten as she had been four days previously by the "Osprey,"* Captain Younghusband. . 100

SHIPPARD, Lieutenant Alexander, of the hired armed cutter "Admiral Mitchell," for attacking seven vessels belonging to the enemy, and driving on shore a French gun-brig and an armed sloop, on the 31st of October, 1803. 50

SIBLEY, Lieutenant E. R., First of H.M.S. "Centaur," for boarding and carrying by the Division of Boats led on by him, "in a style highly honourable to The National character," the French corvette "Le Cæsar,', in the entrance of the river Garonne,—and to whose gallantry, "no words of mine (Capt. Sir Samuel

* The "Osprey," an eighteen-gun sloop, Commander G. Younghusband, cruising on the Windward Islands station, fell in with the "Egyptienne," a French privateer, and engaged her for nearly an hour and a half, when the privateer made off, and being by far the best sailer, was soon out of sight. Four days afterwards, the privateer was chased by the "Hippomenes" sloop, fourteen, for fifty-four hours, and taking the "Hippomenes" to be the "Osprey," she struck her colours, as soon as the sloop got fairly alongside.

Value.

Hood) are equal to do justice, every one speaks of him in terms of the highest commendation,"—on the 16th of July, 1806,—when he was badly wounded in several places. (*See Page 229.*) . . . . . £ 50

STOCKHAM, Captain John, *v.* Captain Charles Bullen.

SUTHERLAND, Mr. James, Master of H.M.S. "Pallas," for his bravery and spirited conduct, in the capture of the national corvette "La Tapageuse," in the river of Bordeaux, on the 5th April, 1806. . . 50

TEMPLE, Lieutenant Francis, H.M.S. "La Loire," who, with Lieutenant James Bowen, cut out "The Venteux," French gun-brig, from under the batteries of the Isle de Bas, on the 27th of June, 1803. (*See Page 225.*) 50

THICKNESSE, Captain John, of H.M. sloop "Sheldrake," for his gallantry and bravery, in the capture of "The Salamandre," a French frigate-built ship, mounted with twenty-six long twelve and eighteen pounders, and manned with one hundred and fifty men, in Erqui bay, on the 12th of October, 1806. 100

THOMPSON, Lieutenant John, first of H.M.S. "Narcissus," for his intrepid conduct and determined bravery, in the destruction of several of the enemy's coasting vessels, in the Bay of Hieres, on the 10th of July, 1804 . 50

THOMPSON, Midshipman Mr. W. A., of H.M.S. "Pallas," for his bravery in the capture of the national corvette "La Tapageuse," in the river of Bordeaux, on the 5th of April, 1806. 30

TIMINS, Captain John Fann, *v.* Captain Nathaniel Dance. "Captain Timins carried the 'Royal George' into action in the most gallant manner." The "Royal George" being the leading ship, "bore the brunt of the action, *and got as near the enemy as he would permit him.*"

TORIN, Captain Robert, *v.* Captain Nathaniel Dance.

TROUBRIDGE, Captain, H.M. sloop "Harrier," for his spirited and determined conduct, in company with

Value.

H.M.S. "Greyhound," in the capture of the Dutch Republican frigate "Pallas," of thirty-six guns, the "Victoria," a two-decked ship of about eight hundred tons, and the "Batavia," a ship of about five hundred tons, both of them armed for the purpose of war, and richly laden with the produce of the Moluccas, in the Java Seas,—on the 26th of July, 1806. . . . £100

TYLER, Captain Charles, *v.* Captain Charles Bullen.

USSHER, Lieutenant Thomas, H.M. armed Brig "Colpoys," for his boarding, and carrying three Spanish luggers, in the port of Avillas,* notwithstanding a heavy discharge of grape from the enemy's battery of twenty-four pounders, and the musketry of a party of soldiers, on the 21st of March, 1806. 50

VINCENT, Captain Richard Budd, H.M. Sloop "Arrow," acting as Commodore, for nobly supporting the honour of the British Flag, against two French frigates of very superior force in the Mediterranean, and successfully protecting the convoy under his care, on the 3rd of February, 1805. *(See Page 125.)* . . 100

WALKER, Lieutenant William, of the Royal Marines, H.M.S. "Centaur," off Martinique, for his bravery in assisting in the complete destruction of a battery in Petit Ance d'Arlette mounting six twenty-four pounders, on the 26th of November, 1803—when he was wounded. 30

WATT, Lieutenant John Ellis, H.M.S. "Ville de Paris," who, on the 17th of August, 1803, in the pinnace

* Lieutenant Ussher, in the "Colpoys," with a crew of twenty-one men and boys, drove the three luggers to seek protection under a battery of six guns. It falling calm, he manned two boats, and taking the lead himself, pulled in to attack the vessels. Without waiting for the support of his second boat. he boarded and captured the luggers one after the other, most of their crews leaping overboard, and escaping to the shore. Two of the luggers mounted two guns each. This dashing piece of service was performed with but two men wounded.

Value.

cut out the "Messager," French lugger, of much superior force, from within the rocks at Ushant . . . £ 50

WATTS, Lieutenant George Edward, H.M.S. "Comus," for his gallant exploit, in the boarding and cutting out the "St. Pedro" Spanish packet, in the port of Grand Canaria,* under a severe fire of musketry, and an exceedingly heavy fire from all the batteries,—when he received several wounds,—on the 8th of May, 1807 . 50

WHITE, Lieutenant Edward, H.M.S. "Beaver," for gallant conduct in command of boats, in boarding and carrying the Dutch national brig "Atalante," on the 31st of March, 1804. (*See Page 123.*) . . . 50

WILSON, Captain Henry, *v.* Captain Nathaniel Dance.

WISE, Captain William Furlong, H.M.S. "Mediator," for his determined bravery, in company with H.M.S. "Bacchante," in the capture of the French national schooner "Dauphin," and the carrying of the fort at Samana by storm, by a detachment of seamen and marines under his command,—on the 25th of February, 1807. *(See Page 406.)* 100

WOOLDRIDGE, Captain James, H.M.S. "Mediator," for his gallant and highly meritorious conduct, when employed as the leading fire-ship in the attack and des-

* The "Comus," twenty-two, was cruising off the Canary Islands, when a large armed vessel was discovered at anchor under the batteries of Grand Canaria. The "Comus" stood in as close as she could, and dispatched three boats to attempt to cut out the enemy, a large felucca, moored close under the principal fort, fully prepared for the attack, with a body of soldiers on board. Lieutenant Watts in the cutter, was the first to board her, and had almost cleared her deck before the other boats came up, and the enemy were driven overboard, or below. The cables of the vessel were cut, but the Spaniards having taken her rudder and sails ashore, the boats attempted to take her in tow. At this moment, a hawser, concealed under water, and made fast to the stern of the felucca, was manned in the fort, and she was dragged almost under the muzzles of the guns, before the British could cut the rope, under a heavy fire. The prize was then towed out, fired on by all the batteries as long as she was within range. The loss of the captors was one man killed, and Lieutenant Watts and four men wounded.

Value.

truction of the French fleet, in Basque roads, on the 12th of April, 1809. *(See Page 154.)* . . . £ 100

WORDSWORTH, Captain John, Junr., *v.* Captain Nathaniel Dance.

YEO, Lieutenant James Lucas, H.M.S. "Loire," for his gallant conduct, on the 4th of June, 1805, in Muros Bay, when he was wounded. *(See Page 227.)* . . 50

YOUNGE, Lieutenant Robert, *v.* Captain Charles Bullen.

YOUNGHUSBAND, Captain George, H.M. sloop "Osprey," for his spirited conduct in attacking and silencing the French privateer "Egyptienne," mounting 36 guns and having on board 255 men, on the 23rd of March, 1804. 100

HONORARY PLATE.

Value.

AUCHMUTY, Brigadier-General Sir Samuel, for his able conduct, in the capture of the important Fortress and City of Monte Video, on the 3rd of February, 1807, a Vase, with an appropriate inscription, of the value of £ 200

AUSTEN, Captain Francis William, H.M.S. "Canopus," for his brave and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo, a Vase of the value of £100. *(See Page 46.)*

BAIRD, Major-General Sir David, for the gallantry with which he effected a landing in the face of a superior force of the enemy, and achieved the important conquest of the Cape of Good Hope, on the 18th of January, 1806, a vase, of the value of £300, with an appropriate inscription. 300

BAKER, Captain Thomas, H.M.S. "Phœnix," who shared in the danger and glory of the engagement with the French Squadron off Ferrol, November 4th, 1805—a Vase of the value of £100. *(See Page 45.)*

Value.

BERESFORD, Major-General, for his gallant and disinterested conduct in the successful and important capture of Buenos Ayres and its dependencies, in July, 1806. —a Vase of the value of . . . . . £ 200

BERRY, Captain Sir Edward, H.M.S. "Agamemnon" a Vase of the value of £100, for his distinguished valour in the memorable victory of Trafalgar, October 21st, 1805, and for his brave and gallant conduct in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo—a Vase of the value of £100. *(See Pages 43 and 46.)* 100

BOURNE, Lieutenant Richard, of H.M. schooner "Felix," for his gallant conduct in an action with an enemy's privateer of superior force . . . 100

BRISBANE, Captain Charles, H.M.S. "Arethusa," for his determined courage and judicious zeal in the capture of the Island of Curacoa, on the 1st of January, 1807,—a Vase of the value of £200. *(See Page 47.)*

CAMPBELL Major, of the 40th Regiment, for his bravery in the assault and capture of the important fortress and City of Monte Video, on the 3rd of February 1807, when he was wounded—a Vase of the value of . 100

CAPEL, Captain the Honourable T. B., H.M.S. "Phœbe," who shared in the danger and glory of the memorable victory of Trafalgar—a Vase of the value of 100

COCHRANE, Rear-Admiral the Honourable Sir Alexander, K.B., H.M.S. 'Northumberland,' who contributed by his noble support to the brilliant and decisive victory on the 6th of February, 1806, off St. Domingo—a Vase of the value of £300, with an appropriate inscription, (*See Page 46.*) 300

COCHRANE, Captain N. D., H.M. frigate "Kingfisher, for his brave and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingue,—a Vase, of the value of . . . 100

COLLINGWOOD, Vice-Admiral Lord, H.M.S. "Royal

Value.

Sovereign." *Resolved*—that a Vase, of the value of £500, £ be presented to His Lordship, who, after the death of the Commander-in-Chief in the hour of victory, at Trafalgar, so nobly completed the triumph of the day . 500

COOKE, Captain John, H.M.S. "Bellerophon," killed in the action with the combined fleets off Cape Trafalgar, his widow affectionately expressing, that any mark of honour to her late husband's memory would be highly gratifying to her feelings. *Resolved*—that a piece of plate of the value of £200, with an appropriate inscription, be presented to Mrs. Cooke 200

DALY, Captain, H.M.S. "Comet"' for his intrepid conduct in the destruction of the forts St. Salvador de Ano and Sedra, and the blowing up of the Magazine, when he was much scorched—on the 22nd of June, 1808—a Vase of the value of £100, with an appropriate inscription 100

DANCE, Commodore Nathaniel, for his able and successful conduct in the memorable repulse of the French squadron, in the China seas—a Vase of the value of - 100

DUCKWORTH, Vice-Admiral Sir John Thomas, K.B. H.M.S. "Superb," for the brilliant and decisive victory on the 6th of February, 1806, in the Bay of St. Domingo—a Vase of the value of £400, ornamented with emblematical devices, and an appropriate inscription. (*See Page 46.*) 400

DUFF, Captain George, H.M.S. "Mars," killed in action with the combined Fleets off Cape Trafalgar, on the 21st of October, 1805. *Resolved*—That a piece of plate of the value of £100, with a suitable inscription, be presented to Mrs. Duff, his widow, to descend to his son, then a midshipman in the Royal Navy. . . . 50

DUNN, Captain R. D., frigate "Acasta," for his brave and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo—a Vase of the value of 100

Value.

DURHAM, Captain P. C. H.—(afterwards Admiral Sir Philip Charles Henderson Durham, G.C.B.,)—for his zeal and spirited exertions, when commanding H.M. ship "Spitfire," in 1793, in capturing the enemy's Privateers, for his re-captures of British Merchantmen,—and also, for having brought into port the first tri-coloured flag, captured since the breaking out of hostilities—a piece of plate of the value of £300

Subsequently this gallant officer was presented with a sword (*See* Captain Charles Bullen), in token of the high sense which the Patriotic Fund Institution entertained of the distinguished part which he took in the ever memorable battle of Trafalgar.*

DYNELY. Captain Birt, of H.M. Packet the "Duke of Montrose," for his most gallant conduct and perseverance in capturing "L'Imperial," schooner, off Dominica, on the 24th May, 1806—a Vase of the value of . . 50

FAIR, Mr. Robert, Master of H.M.S. "Beaver," for his gallant conduct in the capture of the Dutch National Brig "Atalante." (*See Page 123.*) . . . 50

FREMANTLE, Captain Thomas Francis, H.M.S. "Neptune," a Vase of the value of £100, for his determined bravery in the glorious victory of Trafalgar. . 100

HALSTED, Captain L. W., H.M.S. "Namur," who shared in the danger and glory of the engagement with the French squadron off Ferrol—a Vase of the value of 100

HAMMILL, Major, of the Royal Regiment of Malta, for his intrepidity at the battle of Maida, 4th of July, 1806, when he was wounded—a Vase of the value of . 100

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* His Majesty Louis XVIII, King of France, conferred upon Sir Philip Durham, the Cordon Rouge, in reward for his exertions in saving the Island of Martinique from falling into the hands of the Buonapartists,—for the recapture of the Island of Guadaloupe,—and, finally, for having had the good fortune to cause the last Tri-coloured flag captured, to be struck to the "Venerable," his flag-ship, in August, 1815.

Value.

HARDINGE, George, Esq., Attorney General to the Queen, in commemoration of the zeal, gallantry, and judgment displayed by his adopted son, Captain George Nicholas Hardinge, of H.M.S. "St. Fiorenzo," who was killed in the brilliant action with "La Piedmontaise" French national frigate, on the 6th, 7th, and 8th of March, 1808—a Vase of the value of £100, with an appropriate inscription. *(See Page 137.)* . . . . £ 100

HARDY, Captain Thomas Masterman, H.M.S. "Victory," who shared in the danger and glory of the memorable victory of Trafalgar,—a Vase of the value of 100

HARGOOD, Captain William, H.M.S. "Belleisle," who shared in the danger and glory of the memorable victory of Trafalgar,—a Vase of the value of . . 100

HEDDLE, Mr. John, Surgeon to the African Corps, who volunteered his services, and was severely wounded in the defence of Goree. 50

HENNAH, Captain, H.M.S. "Mars," who shared in the danger and glory of the memorable victory of Trafalgar,—a Vase of the value of 100

HILLIER, Mr. Robert, Gunner of H.M.S. "Pallas," for having particularly distinguished himself in command of boats, by landing and destroying the signal posts belonging to the enemy, in 1806,—a piece of Plate of the value of 30

HONEYMAN, Lieutenant-Colonel Robert, of the 93rd regiment, for his zealous and spirited conduct, in the conquest of the Cape of Good Hope, on the 18th of January, 1806,—when he was wounded,—a vase, of the value of 100

HOOD, Commodore Sir Samuel, H.M.S. "Centaur," for his intrepidity and zeal, in the capture of four large French frigates,* on the 25th of September, 1806,—when

* The French frigates were from Rochefort, bound to the West Indies. After a chase and a spirited resistance, the four largest frigates struck to the "Centaur," "Mars," and "Monarch," and were added to the British Navy. A thirty-six gun frigate, and two brigs escaped.

Value.

he received a severe wound in his right arm, which was afterwards amputated, a Vase of the value of . . £ 300

KEATS, Captain R. G., H.M.S. "Superb," for his noble and gallant efforts, in the brilliant and decisive Victory, on the 6th of February, 1806, off St. Domingo, —a Vase of the value of £100. *(See Page 46.)*

LAMB, Captain George, for his gallant action, on the 21st of May, 1805, between the "Doris," armed transport of 8 guns, under his command, and a Spanish privateer, of 18 guns. 50

LAVIE, Captain Thomas, H.M.S. "Blanche," for his intrepid conduct, in the capture of "La Guerriére," French frigate, mounting 50 guns, with a complement of 317 men, after a sharp contest of 45 minutes, off the Feroe Islands, on the 19th of July, 1806,—a Vase of the value of £100. (*See Page 131.*)

LOUIS, Rear Admiral Sir Thomas, H.M.S. "Canopus," for the bravery and judgment displayed by him in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo,—a Vase of the value of £300, with an appropriate inscription. 300

LYDIARD, Captain Charles, H.M.S. "Anson," for his able and zealous co-operation, in the capture of his Catholick Majesty's frigate "Pomona," the destruction of *twelve gun-boats, and the explosion of a Castle*, mounting 16 thirty-six pounders, in the island of Cuba, on the 23rd of August, 1806 (*See Page 132.*)—a Vase of the value of 100

McKENZIE, Captain, H.M. frigate "Magicienne," for his brave and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo,—a Vase of the value of . . . 100

McLEOD, Lieutenant-Colonel, of the 78th Regiment, for his intrepid conduct, at the battle of Maida, 4th of July, 1806,—when he was wounded,—a Vase of the value of 100

Value.

MALCOM, Captain Pulteney, H.M.S. "Donegal," for his brave and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo,—a Vase of the value of (*See Page 46.*) . £ 100

MARKS, Mr. John, Boatswain of H.M. hired armed cutter "Sheerness," for exemplary bravery in protecting a Chasse Marée, boarded and taken by a boat from the said cutter, near the Bec du Raz, on the 9th of September, 1803,—a silver Call and chain.

MORRIS, Captain James Nicol, H.M.S. "Colossus," who shared in the danger and glory of the memorable victory of Trafalgar—a Vase of the value of . . 100

MORRISON, Captain, H.M.S. "Northumberland," for his noble and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo—a Vase of the value of . . . 100

MUNRO, Lieutenant-Colonel, of the 23rd Dragoons, for his intrepid conduct, at the battle of Maida, 4th of July, 1806, when he was wounded—a Vase of the value of 100

MOORE, Lieutenant Ogle, H.M.S. "Minerva," for his gallant support, in the capture of five Spanish luggers and chasse marées, in Finesterre Bay, on the 23rd of June, 1806—a Vase of the value of . . . 50

NELSON, Lord Viscount, H.M.S. "Victory,"—*Resolved*, that a Vase of the value of £500, ornamented with emblematical devices, and appropriate inscriptions, illustrative of the transcendant and heroic achievements of the late Lord Viscount Nelson, be presented to his relict, Lady Viscountess Nelson. 500

NELSON, Earl of Trafalgar,—*Resolved*, that a Vase of the value of £500 be presented to him, to descend as an heir-loom with the title so gloriously acquired. . . 500

NESBITT, Mr. William, commanding the "Queen Charlotte," Berwick smack, for his gallant defence against a French privateer of much superior force, in

Value.

which he was severely wounded, in February, 1804—a Silver Tankard of the value of . . . . £ 30

NORTHESK, the Right Honourable Rear-Admiral the Earl of, H.M.S. "Britannia,"—*Resolved*, that a Vase of the value of £300 be presented to his Lordship, for his heroic achievements in the memorable victory of Trafalgar. *(See Page 43.)* 300

NUNN, Major Abraham Augustus, for his meritorious conduct, being dangerously wounded, when faithfully executing the orders of General Prevost, in the defence of Dominica. 100

O'CONNEL, Captain Maurice Charles, for his distinguished gallantry, in the defence of Dominica. . . 100

PAULETT, Major, of the 44th Regiment, for his bravery and zealous conduct, at the battle of Maida, 4th of July, 1806, when he was severely wounded—a Vase of the value of 200

PICKFORD, Lieutenant Charles, H.M.S. "Inconstant," whose presence of mind, and address in negotiation, induced the French garrison at Goree to capitulate with himself, *then their prisoner*, as recorded in the *London Gazette*, of the 28th of April, 1804—a Vase with an appropriate inscription.

PIGOT, Lieutenant George, H.M.S. "Cambrian," for his gallant conduct, and in consideration of the wound which he received in boarding and carrying two ships and a schooner, in the river St. Mary, July 7th, 1805 . 100

POPHAM, Commodore Sir Home, for his zealous, able, and spirited co-operation in the conquest of the "Cape of Good Hope," on the 18th of January, 1806—a Vase of the value of £200, with an appropriate inscription, 200 and for his gallant and disinterested conduct in the successful and important capture of Buenos Ayres and its dependencies, in July, 1806—a Vase of the value of . 200

PREVOST, Brigadier General George, for his distin-

Value.

guished gallantry and military talents, by which the Sovereignty of the Island of Dominica was preserved to His Majesty's arms. . . . . £ 200

PROWSE, Captain William, H.M.S. "Sirius," for his exertion and zeal, in an encounter with a very formidable flotilla of the enemy, off the Tiber, on the 27th of April, 1806, in which the Commander of it was captured—a Vase of the value of *(See Page 130.)* 100

PUCKINGHORN, Mr. James, Master's Mate of H.M.S. "Beaver," for his steady conduct, in the capture of the Dutch National brig "Atalante." . . 30

PYM, Captain Samuel, H.M.S. "Atlas," for his brave and gallant conduct in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo—a Vase of the value of 100

RENNELLS, Mr. Francis, Mate of H.M. hired schooner "Colpoys," for his spirited conduct on the 6th of September, 1804, in the attack of a signal post at Benthaume Castle, near Brest, when the whole of the signals were captured. 30

ROBINSON, Mr. Richard, Master of the "Scipio," Collier, for his gallant conduct in beating off a French privateer, on the 26th of April, 1804, in which action he was severely wounded—a Silver Tankard. . . 30

ROGERS, Mr. William, Acting Captain of H.M. packet "Windsor Castle," for his gallant conduct, in action with "Le Genie," a French privateer, of very superior force, off Barbadoes, on the 1st of October, 1807 —a Vase, of the value of 100

ROTHERHAM, Captain Edward, H.M.S. "Royal Sovereign," who shared in the danger and glory of the memorable victory of Trafalgar—a Vase, of the value of 100

RUTHERFORD, Captain, of the "Helen," Merchant ship, for the zeal and activity in the cause of his country, as displayed in the following extract of a

Value.

letter addressed to him, by the Honourable Rear-Admiral Cochrane—"It is to you, that the British Squadron under Sir John Thomas Duckworth, was indebted for the victory they obtained over the enemy off St. Domingo, on the 6th of February, 1806,—Had you not come up to Tortola in an open boat, with the intelligence you had received of an enemy's fleet being seen in the Mona Passage, and which intelligence you delivered to Captain Cochrane of the 'Kingfisher,' Sir John must have remained in ignorance of their being there"—a Vase, of the value of . . £ 100

SALMON, Mr., Master of H.M. schooner "L'Eclair," for gallantly volunteering his services in cutting out the "Rose," French privateer, from under the batteries of the Hayes, Guadaloupe, on the 5th of March, 1804. . 50

SEARLE, Captain Thomas, H.M. sloop "Grasshopper" for his gallantry, in capturing two Spanish vessels, richly laden from South America, under the protection of four gun-boats, and under a battery close in with Faro, on the 23rd of April, 1808—a Vase, of the value of . . 100

SEYMOUR, Captain Michael, H.M.S. "Amethyst," for his determined bravery and skill, in the capture of the French frigate "La Thetis," of forty-four guns, and a crew of three hundred and thirty men, and one hundred and six soldiers, after a long and severe action, off the Point of Groa, on the 10th of November, 1808—a Vase, of the value of £100. *(See Page 50.)*

SIMONS, Lieutenant, H.M.S. "Defiance," for his gallant conduct, in the action with the combined fleets, off Cape Trafalgar, on the 21st of October, 1805,—who, after boarding the French ship "L'Aigle," then lashed to the "Defiance," wounding her captain, and hauling down her colours, was killed on her poop in the act of hoisting the British colours in their place, *Resolved*—That a piece of Plate, of the value of £100, with an appropriate

Value.

inscription, be presented to Mr. Simons, father of the late Lieutenant Simons. . . . . £ 100

STEWART, Captain John, H.M.S. "Seahorse," for his gallantry and skill, in the capture of two large Turkish ships of war, off the Island of Scopolo, on the 5th of July, 1808—a Vase, of the value of £100. *(See Page 48.)*

STIRLING, Rear-Admiral, for his zealous conduct, in the capture of the important fortress and city of Monte Video, on the 3rd of February, 1807—a Vase, of the value of £200, with an appropriate inscription . . 200

STOPFORD, Captain the Honourable Robert, H.M.S. "Spencer," for his brave and gallant conduct, in the brilliant and decisive victory, on the 6th of February, 1806, off St. Domingo—a Vase, of the value of . . 100

STRACHAN, Rear-Admiral Sir Richard John, Bart., H.M.S. "Cæsar," *Resolved*—That a Vase of the value of £300 be presented to him, for his heroic achievements, off Ferrol. *(See Page 45.)* 300

STUART, Major, of the 78th Regiment, for his intrepidity, at the battle of Maida, 4th of July, 1806, when he was wounded—a Vase, of the value of . . . 100

STUART, Major-General Sir John, for his "gallant conduct at the battle of Maida, 4th of July, 1806, in which the pride of the presumptuous enemy was severely humbled, and the superiority of the British troops most gloriously proved,"—a Vase, of the value of £300, with an appropriate inscription. 300

TIMINS, Captain John Fann, for the gallant manner in which he lead the action, and placed the "Royal George" alongside the French Admiral's ship, the "Marengo," of eighty-four guns, in the memorable repulse of the French squadron in the China seas—a Vase of the value of 100

TRACEY, Mr., Secretary to Commodore Hood, for his gallant conduct in cutting out the "Curieux" French

Value.

corvette, close under Fort Edward, Port Royal Harbour, Martinique, on the 4th of February, 1804, when he was wounded. *(See Page 226.)* . . . . £ 30

TROTTER, Major, of the 83rd Regiment, for his gallant conduct, in the assault and capture of the important fortress and city of Monte Video, on the 3rd of February, 1807, when he was wounded—a Vase of the value of . 100

TUCKER, Major, of the 72nd Regiment, for his gallant conduct in the assault and capture of the important fortress and city of Monte Video, on the 3rd of February, 1807, when he was wounded—a Vase of the value of . 100

WALKER, Lieutenant Henry, H.M.S. "Galatea," killed in action with the enemy, having left no relative who required pecuniary assistance, but that any honorary testimonial to his memory would be highly gratifying to the feelings of his mother, then Mrs. Nation, of Exeter—*Resolved*, that a piece of plate of the value of £50, with an appropriate inscription, be presented to Mrs. Nation. 50

WEIR, Brigade-Major, of the 59th Regiment, for his zealous and spirited conduct, in the conquest of the "Cape of Good Hope," on the 18th of January, 1806, when he was wounded—a Vase of the value of . . 100

WOOD, Captain James Athol, H.M.S "Latona," for his intrepid and zealous co-operation, in the capture of the Island of Curacoa, on the 1st of January, 1807—a Vase, of the value of £100. *(See Page 47.)*

YEO, Lieutenant James Lucas, H.M.S. "Loire," for gallant conduct, on the 4th of June, 1805, in Muros Bay. *(See Page 227.)* 50

YESCOMBE, Captain, for his gallant conduct, in the defence of H.M. packet "King George," on the 31st of July, 1803, on his passage from Lisbon—in which action he was killed. It was resolved, that a piece of plate of £50 value with a suitable inscription be presented to his widow. 50

Here ends the list of the gallant men who were rewarded for their intrepid conduct by the patriotism of their countrymen; in too many instances the grant of a sword or vase being the only public token of approbation they ever received. The statement in the "Articles of War," that—"on the British Navy, under the good providence of God, the wealth, safety, and strength of the Kingdom chiefly depend," is no more than the truth. England is what she is, mainly through the skill and heroism of her seamen, and it is to be hoped that the records of their matchless achievements in the past, may animate their successors with a determination to maintain the glorious renown of the British Navy.

FINIS.

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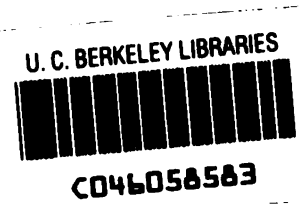

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